NAVAL CHRONICLE.

VOL. XVIII.

Published Dec.r 31st 1807, by Joyce Gold, 103, Shoe Lane, Fleet Street.

THE

Naval Chronicle,

FOR 1807:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

UNITED KINGDOM;

WITH A

VARIETY OF ORIGINAL PAPERS

ON

NAUTICAL SUBJECTS:

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOLUME THE EIGHTEENTH.

(FROM JULY TO DECEMBER.)

"ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY."

NELSON AND BRONTE.

London:

PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, SHOE-LANE.

And sold by Messrs. LONGMAN, HURST, REES, and ORME, Messrs. WILKIE and ROBINSON, Mr. SYMONDS, and Mr. WALKER, Paternoster Row; Mr. WHITE, Fleet-street; Messrs. VERNOR, HOOD, and SHARPE, Poultry; Mr. ASPERNE, and Messrs. RICHARDSON, Cornhill; Messrs. BLACK, H. PARRY, and KINGSBURY, Leadenhall-street; Messrs. CROSBY and Co. Stationers' Hall Court; Mr. OSTELL, and Mr. LAW, Avemaria-lane; Mr. GODDARD, Pall-Mall; Mr. BAGSTER, Strand; Mr. ANDREWS, Charing Cross; Mr. MOTTLEY, Portsmouth; Mr. HAYDON, and Messrs. REES and CURTIS, Plymouth; Messrs. NORTON and SON, Bristol; Mr. ROBINSON, Liverpool; Messrs. MANNERS and MILLER, Mr. CREECH, and Mr. CONSTABLE, Edinburgh; Mr. ARCHER, Dublin; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

MDCCCVII.

TO

JOHN MACNAMARA RUSSEL, Esq.

VICE-ADMIRAL OF THE BLUE SQUADRON,

&c. &c. &c.

THIS EIGHTEENTH VOLUME OF THE

Naval Chronicle

[illegible]

BY THE PROPRIETOR AND EDITORS.

PLATES IN VOLUME XVIII.

From Original Designs.

PLATE — Page

HEAD PIECE to Vol. XVIII. is an Engraving on Wood, by NESBIT, from a Drawing by POCOCK, representing the situation of the Arrow, commanded by Captain Richard Budd Vincent, when sinking 1

CCXXXV. PORTRAIT of Sir JOHN THOMAS DUCKWORTH, K.B. Vice-Admiral of the White Squadron. Engraved by COOK, from a Drawing by BOWYER 1

CCXXXVI. VIEW of the NEW MOLE, at Gibraltar. Drawn and engraved by BENNET 53

CCXXXVII. PORTRAIT of CHARLES HOWARD, Earl of Nottingham, Lord High Admiral of England. Engraved by COOK, from a Painting by F. ZUCCHERO 89

CCXXXVIII. VIEW of his Majesty's ships Swiftsure and Emerald, off the Tower of Mirabou, near Alexandria, in Egypt. Engraved by HALL, from a Drawing by JOHN THEOPHILUS LEE, Esq. 140

CCXXXIX. PORTRAIT of GEORGE MURRAY, Esq. Rear-Admiral of the White Squadron. Engraved by COOK, from an original Drawing 177

CCXL. VIEW of CHARLESTOWN, South Carolina. Engraved by BENNET, from a Drawing [illegible]

[illegible] the possession of Lady Anne Hope 269

CCXLII. VIEW of NEWCASTLE-UPON-TYNE. Engraved by HALL, from a Drawing by AMOR 312

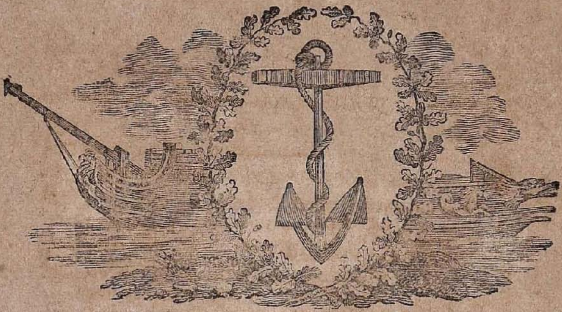
CCXLIII. PORTRAIT of Sir HENRY TROLLOPE, Knt. Vice-Admiral of the Blue Squadron. Engraved by COOK, from a Painting by BOWYER. 353

CCXLIV. VIEW of the HAVANNA. Engraved by BENNET, from a Drawing by POCOCK 392

CCXLV. VIEW of BEACHY HEAD. Engraved by WELLS, Drawing-Master to Christ's Hospital, from a Drawing by J. W. 473

CCXLVI. VIEW of Cronstadt, in Russia. Engraved by HALL, from a Drawing by the late F. GIBSON, Esq. F.A.S. 485

CCXLVII. The Frontispiece to this Volume is an accurate Representation of a Monument erected to the Memory of the late Captain Westcott, in St. Paul's Cathedral, drawn and engraved by HALL.



PREFACE

TO THE EIGHTEENTH VOLUME.

EVERY Englishman will feel the powerful appeal to his heart, which has been made to the Declaration of Russia,* and, we trust, will shew that he feels it. This is not the first time that the little island has been left alone to chasten the overweening insolence and calumnies of France: and, whatever our fore-

will not fail, with the blessing of Heaven, to do likewise.

We dread only the violence of party, and that inclination which so many of our countrymen indulge, to attach themselves rather to particular men, and the support of particular opinions, than to the general cause which calls so loudly for unanimity. It is in vain that our naval heroes strive to exceed each other in zealous and patient service, for the good old ship the BRITANNIA, if the different admirals and captains cannot agree among themselves: and cheerfully agree, to take *a long pull, a strong pull, and a pull altogether*. And then, my masters, what signifies argufying and dealing out speeches a fathom long, when the boatswain pipes all hands, and whistles till his lungs are ready to crack? Methinks ye want the mate of the watch among ye; for it is coming on to blow, and if your time is occupied in making speeches, and attacking each other, some surly old seaman will exclaim, as he turns his quid, "here's hell to *pay*, and no pitch hot!"

* See page 487 of this volume.

The strange conduct of Russia is highly derogatory from the character of its Emperor, and will occasion a considerable change in the naval war we are carrying on with so much energy. Of all the ambassadors which were sent to Petersburg from this country, we know, from good authority, that no one ever possessed the confidence of the Sovereign more than Admiral Sir John B. Warren did that of Alexander; and it is to be lamented he was not at Petersburg when the late events took place. French manners and French influence are paramount in that metropolis; and the plain open character of a British seaman was alone able occasionally to counteract the calumnies which the emissaries of the French circulated in an astonishing manner. To him the Emperor constantly unbosomed himself, and was in the habits of attending to the admiral's advice, when new and unforeseen events required that monarch to deviate from the wonted policy of his ancestors.

We are sorry to find that some of our friends have lately entertained an idea, that the CHRONICLE is become the decided partizan of the present ministers: it is the duty of a work pur- [illegible]

[illegible] als, however feeble, towards the support of government, and those servants whom our Sovereign has selected to conduct it: but, as we have elsewhere observed in the present Volume, we deprecate all idea of undue or prejudiced attachment to any set of men whatever. The pages of the CHRONICLE have been, and ever will be open, to all who honour them with their remarks, whether they belong to ministers or their opponents.

We also beg leave to remind our numerous readers, that a periodical work, from its very nature, will not every month be equally interesting, or valuable. We cannot look into the list of admirals, and captains, and lieutenants, and give what memoirs we please. From the natural shyness and modesty of naval men, we sometimes find it a very arduous task to prepare this portion of the CHRONICLE, and to render it as interesting and important as we could wish: frequently, when, owing to the promises of the relatives or friends of officers, we expect to be enabled to gratify the public in this respect, *time* and the *press*,

like the tide, make us hasten on board, and put to sea with whatever cargo is ready: and, when too late, we find that the purser has shipped bad tobacco, yellow tallow candles, and worse slops.—We mention this, because much fault has been found, and sometimes very deservedly, with our engravings; and although those persons who blame us do not seem to recollect the price at which our numbers continue to be published, we still so much wish to preserve their good opinion, that we have given a great many of the beautiful designs that have lately been got ready for the CHRONICLE, to Mr. Bennet, a pupil of Mr. Westall's, who has already engraved some in a new and excellent manner.

The Biography of the present Volume illustrates the important services and professional characters of Vice-Admiral Sir T. Duckworth, K. B.—of Rear-Admiral George Murray (page 177); of Captain William Johnstone Hope (page 269); of Vice-Admiral Sir Henry Trollope (page 353); and of Rear-Admiral Sir Edward Pellew, Bart. (page 441). As a contrast between the exploits of these officers, and those of former times, we gave from no common source [illegible] reign of Queen Elizabeth.

In addition to these, we are endeavouring to collect materials for a biographical memoir of Admiral Holloway, Sir Thomas Troubridge, and other distinguished naval officers. We should feel ourselves greatly obliged, if any of our friends would also assist us with the professional lives of Admiral Keates, Admiral Montague, Captain Sir T. M. Hardy, Bart. the Hon. Captain C. Boyle, Captain J. Foote, and that young officer, of whom Lord Nelson had so high an opinion, Captain Host, of his Majesty's ship Amphion. It is at least of service to mention these names, that even thus far, we may mark the reputation and high character of these distinguished seamen.

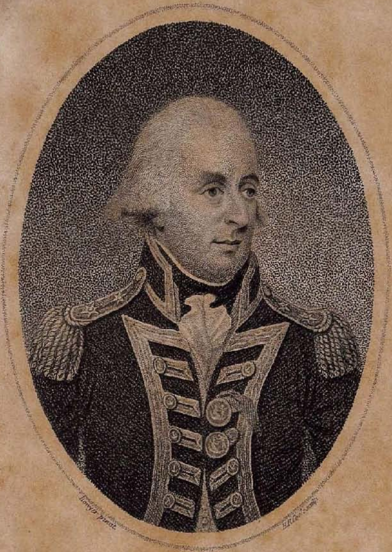
The limits of a preface will not allow us to notice the whole of the favours we have received in this Volume. Our memoir of Admiral Russell has received an interesting addition by the favour of C. D. L. (page 45). The "Poetical Sketches of various Parts of the World," by an officer in the navy, are inserted at

pages 59, 146, 220, and 326. Our thanks are also due to a *Subscriber*, for the journal of the passage of the Dardanelles, (page 139). To J. C. for an extract from Commodore Barnet's letters in May, 1744 (page 209). To a Constant Reader, for a correct copy of the loss of the Ganges East Indiaman, (page 216). To S. C. S. for an official statement of ships, &c. in commission in July, 1762 (page 293). To Z. Z. for his biographical sketch of the late Lieutenant Warton, grandson to Dr. Warton, (page 385). And to a Constant Reader (page 386), for his account of the introduction of lemon-juice into the navy.

In Naval Literature we can only notice the outline of a Plan for the better Security and Defence of the British West Indies, by Captain Layman, of the royal navy, 8vo.

We lament exceedingly that so injudicious and intemperate a paper, as the preface to Sir Home Popham's trial, should have been laid before the public: especially as, to every candid and unprejudiced mind, it must be evident that the elements of a spirit, of which the said preface affects to accuse the officers who remonstrated against ceding their rank to him, are more [illegible] and unfounded reflections on as-sembled.

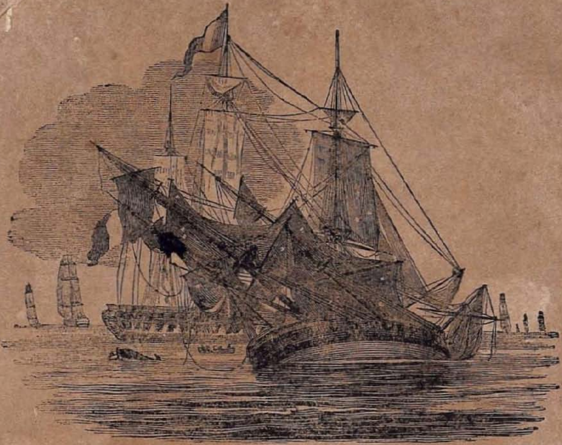
At the moment when this sheet went to press, the public mind was much divided respecting the news that had arrived from Portugal; and an idea seemed to prevail, but on what authority we could not discover, "that by evacuating Portugal, the wishes of the usurper have been gratified, who may now immediately give the vacant kingdom to one of his minions; and was only afraid, that the Brazils would have been taken possession of by the English." This probably is merely the language of party, and, if true, may easily be answered. The plunder of the country, and its ships, are out of the power of the Corsican chief; and a new market in South America is opened to our manufactories. In the midst of all these events, the rumour of peace prevails: but we fear the rumour is treacherous, and that we must prepare our good old ship, the BRITANNIA, against a hurricane. However, we all know our stations, and our duty; and rely on that good Providence, which has hitherto in so wonderful a manner upheld the independence and renown of the united kingdom.



SIR JOHN THOMAS DUCKWORTH, K.B.

Vice Admiral of the White Squadron.

Published 31st July 1807, by J. Gold 103, Shoe Lane London.



Situation of the Arrow * when sinking. Engraved by NESBIT, from a drawing by N. POCOCK, Esq.

BIOGRAPHICAL MEMOIR OF

SIR JOHN THOMAS DUCKWORTH, K.B.

VICE-ADMIRAL OF THE WHITE SQUADRON.

" FIRM ARE THE SONS THAT BRITAIN LEADS
TO COMBAT ON THE MAIN." PYE.

VICE-ADMIRAL Sir John Thomas Duckworth is one of those brave officers whose professional services have shed such lustre on the maritime county of Devon.

Sir John is the descendant of an ancient and highly respectable, though not opulent, family in that county. His father was a clergyman, whose living, as is too frequently the case with the undignified part of the profession, was not very productive; but who, by means of a strict economy, was enabled to provide for his family, and to live in a respectable manner. Being extremely well qualified for such a task, he educated the subject of this memoir, and fitted him for the service to which he has since done so much honour.

* See Naval Chronicle, Vol. XVII. page 281.

The first account which we find of our young seaman is, while he was serving as a Midshipman on board of the Kent, of 74 guns, Captain Charles Fielding. He was in that ship when her aftermost magazine blew up, on the 4th of July, 1774. While saluting the Admiral, as she was sailing out of Plymouth Sound, the wadding from the guns of the Kent communicated with some powder in an ammunition-chest on the poop, which instantly took fire, and blew up all that part of the ship. The beams of the quarter-deck were forced in; and many others, in different parts, were much shattered and broken. By this distressing accident, almost all the men on the poop, and after-part of the ship, were blown overboard, and about fifty of them were killed and dreadfully wounded.

Mr. Duckworth, we believe, remained in the Kent till the beginning of the year 1776, when he accompanied Captain Fielding into the Diamond frigate, of 32 guns, and sailed with him to America, for the purpose of convoying a large detachment of British and foreign troops.—He continued with Captain Fielding, in America, until the spring of 1779, during a part of which time that officer was Commander in Chief at Halifax. Under his auspices, he acquired much professional knowledge; and, in fact, became a thorough seaman.*

* Captain Fielding was the second son of Charles, the third son of Basil Fielding, fourth Earl of Denbigh, and third Earl of Desmond, in the Kingdom of Ireland, by his lady, Hester, daughter of Sir Basil Firebrass, Knight and Baronet. He was made Post, in the Flamborough, of 20 guns, on the 27th of August, 1760. In 1762, he commanded the Unicorn, of 28 guns; and, in 1770, the Achilles, of 60 guns, under Vice-Admiral Geary, then Port-Admiral at Portsmouth. (*Vide* NAVAL CHRONICLE, Vol. XVII. page 185.) As soon as the prospect of a rupture with Spain had passed away, he was removed into the Rainbow, of 44 guns, a ship then equipping for service at Chatham, where he remained nearly two years. He next commanded the Kent, a guard-ship, at Plymouth, in which he continued for the period usually allotted to such service. Early in 1776, as we have already seen, he went to America, in the Diamond. At the end of 1779, after his return to England, he was appointed to the Namur, of 90 guns; and was sent out, on a Channel cruise, as commanding officer of a small squadron, consisting of six ships of the line, one of 50 guns, and five frigates, or sloops of war, for the purpose of intercepting a Dutch merchant fleet, and its convoy, reported to be laden with naval stores, and bound to

On the 15th of March, 1779, Mr. Duckworth was promoted to the rank of Lieutenant, in the Princess Royal, of 98 guns, then Vice-Admiral Byron's flag-ship, on the West India station. He was consequently present, during the action with Count d'Estaing, off Grenada, on the 6th of July following.—At the beginning of July, the Vice-Admiral had received intelligence, that the French fleet, in very great force, had been discovered from St. Vincent's. He immediately put to sea in pursuit of them; and, on his passage to Grenada, he was informed that that island was attacked by a force not exceeding nineteen ships of the line. On the 6th of the month, having arrived off St. George's Bay, where the enemy lay at anchor, immediate measures were taken to bring them to a close and decisive action. The French fleet, however, when completely formed, was found to consist of twenty-seven ships of the line, instead of nineteen. Notwithstanding this great superiority, (the whole of the English force amounting to only twenty-one sail, seven or eight of which were of 64 guns, while very few of the French ships carried less than 74) M. d'Estaing most industriously avoided a close action; a circumstance in which he was favoured, from his ships being all clean, and in general faster sailers than the English. The encounter, of course, produced nothing decisive, though an immense number of lives was sacrificed. The English had 183 killed, and 346 wounded;

---

some of the enemy's ports. This service was satisfactorily performed.—Captain Fielding was soon afterwards removed into the Minerva, a new frigate, of 38 guns, supposed at that time to be the finest vessel of her class in the British navy. In the Minerva, in March 1781, he accompanied Vice-Admiral Darby to the relief of Gibraltar. Towards the close of that year he was some time out of commission, till the Ganges, of 74 guns, one of the ships presented to Government by the East India Company, was launched. Early in 1782 he was appointed to that ship; and, in the month of September, proceeded in her, with Lord Howe, to relieve Gibraltar. In the skirmish which took place with the combined fleets, on the 20th of October following, Captain Fielding had the misfortune to be wounded in the arm by a splinter. The hurt was apparently slight, and no ill consequences whatever were thought likely to ensue; but, owing to a bad habit of body, the wound unfortunately turned to a gangrene, which terminated his life in a few weeks after his return to England.

while the loss of the French, at the lowest estimate, was 2,700, of which the slain amounted to 1,200. This vast slaughter was attributed to the great number of troops, which were crowded on board the ships.*

The Princess Royal, although the loss which she sustained was not so extensive as that of some of the other ships, was very

* As an illustration of Naval History, we here subjoin a list of Vice-Admiral Byron's fleet, in the engagement with Count d'Estaing, on the 6th of July, 1779:—

Ships.	*Guns.*	*Commanders.*	*Killed.*	*Wounded.*
Princess Royal	98	Vice-Admiral Byron Captain Blair	3	6
Albion	74	——— George Boyer	0	2
Prince of Wales	74	Rear-Admiral Barrington Captain Hill	26	46
Medway	60	——— Wm. Affleck	0	4
Suffolk	74	Commodore Rowley Captain Christian	7	25
Conqueror	74	Rear-Admiral H. Parker Captain Harmood	0	0
Magnificent	74	——— Elphinstone	8	11
Boyne	74	——— Sawyer	12	30
Sultan	74	——— Gardner	16	39
Grafton (much damaged)	74	——— Collingwood	35	63
Lion (lost all her masts)	64	——— Cornwallis	21	31
Cornwall	74	——— T. Edwards	16	27
Fame	74	——— Barber	4	9
Vigilant	64	——— Sir D. Dent	0	0
Trident	64	——— Molloy	3	6
Royal Oak	74	——— T. Burnet	4	12
Elizabeth	74	——— Maitland	1	2
Yarmouth	64	——— F. Parry	0	0
Stirling Castle	64	——— Carket	2	6
Monmouth	64	——— Fanshaw	5	28
Nonsuch	64	——— W. Griffith	0	0

Ariadne, 20 guns, Captain Pringle, to repeat signals.

OFFICERS KILLED.

Lieutenant Bowen Parry, of the Royal Oak.
——— John Hutchins, of the Grafton.
——— John Veale, of the Sultan.
Mr. Nicholas Bowen, Gunner, of the Grafton.

OFFICERS WOUNDED.

Vice-Admiral Barrington.
Lieutenant Brett, of the Grafton.
——— Richards (Marines) of the Royal Oak.
——— Caldwell (do.) of the Sultan.
——— Bowdens, (do.) of the Magnificent.

warmly engaged; and, in the course of the action, a piece of a black man's skull (Peter Allen's) was forced by a cannon ball against the breast of Lieutenant Duckworth, while all his clothes were literally covered with the brains.

Mr. Duckworth afterwards proceeded to St. Christopher's, with Vice-Admiral Byron; and, on the 16th of July (1779) he was made Master and Commander in the Rover sloop, remaining on the same station. While there, he was accustomed to cruise off Martinique, and to look into Fort Royal harbour every day.

Captain Duckworth's promotion appears to have been unusually rapid; as, on the 16th of June, 1780, he was made Post, in the Terrible, of 74 guns. From the Terrible he was very speedily removed, and appointed Captain of his old ship, the Princess Royal, then destined for the flag of Rear-Admiral Rowley. He conducted her to Jamaica, where he remained until the month of February, 1781, when he returned to England, in the Grafton, of 74 guns, with a convoy.

His passage home was long and tempestuous; a circumstance which served to display his humanity in a very conspicuous and honourable point of view. The crew of the Grafton being extremely sickly, Captain Duckworth was in the daily habit of sending his fresh meat and wine to the invalids; and we have been assured, that, if any thing else were brought into the cabin, he would not taste it until those on the Doctor's list had been first served. Thus he lived chiefly on such salted provisions as are usually served out to the men.

It will be recollected that, soon after this period, a peace took place, which lasted until the breaking out of what we have denominated the War of the Revolution, in 1793. Captain Duckworth, who had been all the time out of commission, then found immediate employment, by being appointed to the Orion, of 74 guns. This ship was attached to the Channel fleet, under the orders of Earl Howe; and, consequently, Captain Duckworth was in the three memorable actions of the 28th and 29th of May, and 1st of June, 1794.

Into the particulars of those engagements, so glorious to the

English name and nation, it is here unnecessary for us to enter; having already fully detailed them, in our respective memoirs of Earl Howe, Lord Gardner, Lord Bridport, Sir Thomas Paisley, Sir Roger Curtis; the Admirals Berkeley, Payne, Caldwell, Bazely, and Domett; the late Captain Harvey, &c.* —In the first volume of our Chronicle † also appears an interesting article, under the head—"*Proceedings of His Majesty's Ship the Orion, John Thomas Duckworth, Esq. Commander, and his Observations during the Actions of the 28th and 29th of May, and 1st of June,* 1794."—To this it is only requisite to add, that, on the present occasion, the Orion had 5 men killed, and 24 wounded; that Captain Duckworth was one of the eighteen Commanders, who were *specially* distinguished by Lord Howe, in his official despatches, as *having particular claim to his Lordship's attention;* that, consequently, he was honoured with a gold medal and ribbon; and that, in common with the other officers of the fleet, he received the thanks of both Houses of Parliament.

Having been refitted at Plymouth, the Orion sailed from St. Helen's, on the 3d of September following, with the fleet under Earl Howe, on a cruise in the Bay. She continued in that service during the whole of the winter, occasionally returning to Spithead, Torbay, and Plymouth, to refit and water.

Early in January, 1795, accounts were received by Government, that a French fleet, consisting of thirty-two sail of the line, and several frigates, had escaped from Brest. On the 14th of the ensuing month, Captain Duckworth accompanied Lord Howe from Torbay, with the Channel fleet, which was joined the next day off Plymouth, by Rear-Admiral Parker, and a squadron of Portuguese ships of war.—The French, however, having sustained considerable damage in a heavy gale of wind, in which le Revolutionaire, one of their three-deckers, foun-

---

* *Vide* Naval Chronicle, Vol. I. page 1; Vol. VIII. page 177; Vol. I. page 265; Vol. IV. page 349; Vol. VI. page 261; Vol. XII. page 89; Vol. III. page 1; Vol. XI. page 1; Vol. XIV. page 177; Vol. XV. page 1; Vol. III. page 241; &c.

† Page 293.

dered, were obliged to return into Brest; and Lord Howe, after seeing the East and West India convoys safe out of the Channel, and ascertaining that the enemy's fleet was actually in port, came back to Spithead.

This, we believe, was the last cruise which Captain Duckworth had in the Orion, and with the Channel fleet.*

On the 25th of March, in the same year, he sailed in the Leviathan, of 74 guns, with the squadron under the command of Rear-Admiral Mann, for the Mediterranean; but parted company off Cape Finisterre, and, with the Hannibal and Swiftsure, proceeded with a convoy to the West Indies.

Captain Duckworth remained a considerable time at Jamaica; and, on the 22d of March, 1796, he was employed, under Rear-Admiral William Parker, with the following squadron, in an unsuccessful attack on the town of Leogane, at St. Domingo :—

Ships.	*Guns.*	*Commanders.*
Swiftsure	74	Wm. Parker, Esq. Rear-Admiral of the Red. Captain R. Parker.
Leviathan	74	—— J. T. Duckworth.
Africa	64	—— Rod. Home.
Iphigenia	32	—— F. F. Gardner.
Ceres	32	—— J. Newman.
Lark	16	—— W. Ogilvy.
Cormorant	26	—— F. Collingwood.
Serin	16	—— D. Guerin.

The ships which covered the landing, and brought up against the enemy's batteries, lost some men. The Leviathan had 5 killed, and 12 wounded; and the Africa, 1 killed, and 7 wounded.

In the month of August, 1796, Captain Duckworth hoisted his broad pendant, in the Leviathan;† and, as he was much employed in cruising, he participated in the capture of a great number of the enemy's privateers and merchant vessels.

---

* Sir James Saumarez succeeded Captain Duckworth in the command of the Orion.

† Captain J. Bingham was appointed to serve under him.

In 1797, he returned to England; in the early part of 1798, he was employed in the Channel fleet, under the command of Admiral Lord Bridport; and, in the month of August following, having joined Earl St. Vincent, in the Mediterranean, he again hoisted his broad pendant in his old ship, the Leviathan.*

The reduction of Minorca being deemed an object of considerable importance, Commodore Duckworth was, about this time, appointed to the command of the following squadron, for the purpose of effecting it:—

Ships.	*Guns.*	*Commanders.*
Leviathan	74	J. T. Duckworth, Esq. Commodore. Captain H. Digby.
Centaur	74	—— John Markham.
Argo	44	—— J. Bowen.
Aurora	28	—— J. G. Caulfield.
Cormorant	20	—— Lord Mark Kerr.
Calcutta, armed frigate	24	—— R. Plouden.
Coromandel, do.	24	—— R. Pressland.
Ulysses, do.	24	Lieutenant W. Simmonds.
Petterel	16	
Constitution, cutter	14	—— Whisten.

With this force, accompanied by the late General Stuart, brother to the Marquis of Bute, as Commander of the troops, Commodore Duckworth arrived off Minorca, on the 9th of November. He immediately landed a body of troops at Addaya Creek, near Fournella, without opposition from the enemy, who blew up their magazines, spiked their guns, and evacuated the fort. The troops proceeded on their march to Mercadal, which they entered without resistance, the enemy having retired to Cindadella, and thence to Mahon; the squadron, in the mean time, blocking up the different bays and creeks, to prevent supplies being thrown into the island, from Majorca.—In the course of the same day, a detachment of 300 men, under the command of the Hon. Colonel Paget, arrived

---

* On this occasion, H. Digby, Esq. was the Captain under him.

at Mahon, and compelled Fort Charles to surrender; by which the Colonel was enabled to remove the boom which obstructed the entrance of the harbour, and to open a free passage for the Aurora and Cormorant, which Commodore Duckworth had ordered upon that service.

On the evening of the 12th, four Spanish frigates* were observed standing over from the island of Majorca; on the receipt of which intelligence, the Commodore instantly put to sea, with the Leviathan, Centaur, Argo, Calcutta, Ulysses, and Coromandel, in quest of them. At day-break the next morning, five sail were seen standing for Cindadella, and the signal was made for a general chase; but the enemy observed it, and immediately hauled their wind for Majorca. The pursuit was continued, with little wind, till eleven at night, by which time the Commodore had arrived within three miles of the sternmost frigate; but, fearful lest he might be drawn too far from Minorca, he directed Captain Markham, in the Centaur, to pursue the enemy, and returned off Cindadella, to co-operate with the army, if necessary. On his arrival off that place, he received the agreeable intelligence from General Stuart, that the whole island had surrendered to His Majesty's arms, by capitulation, on the 15th.

On the same morning, Commodore Duckworth was joined by the Argo, Captain Bowen, who, in the chase on the 13th, had re-captured the Peterel, which had been taken on the preceding day by the Spanish frigates.—Captain Markham also rejoined the Commodore, but without having had the good fortune to come up with the enemy.

During the proceedings at Minorca, a detachment of 150 seamen was landed, to assist and to co-operate with the army, under the direction of Captain Bowen; but, other essential service rendering it necessary that that officer should return to his ship, the command of the seamen devolved on Mr. William Buchannan, the second Lieutenant of the Leviathan, whose

* The Flora, Casilda, Pomona, and Proserpine, of 40 guns each.

general conduct on the occasion was entitled to much praise.* Indeed, all the captains, officers, seamen, and marines, who were employed, either on shore, or in covering the landing of the troops and military stores, displayed the greatest zeal and activity.

Thus the conquest of Minorca was effected, without the loss of a single man; although the Spanish troops, including officers, amounted to between three and four thousand; and had the means, in every respect, of making a stout resistance.—A great quantity of ordnance and military stores was taken in the forts. In the arsenal, at Mahon, was found abundance of naval stores; the keel and stern-frame of a man of war brig on the stocks, with her timbers, part of her stores, rigging, &c. fourteen gun-boats, hauled up, with all their rigging complete; and thirteen other large boats, from twenty to thirty-six feet keel, with their rigging in good order, and fit for service. Two large merchant ships, a zebeck, and four tartans, were taken in the harbour.†

Whilst Commodore Duckworth remained in this quarter, he also captured several merchant vessels, some of which were of considerable value.

His presence being no longer necessary at Minorca, he returned to the Mediterranean, where he continued till the

---

* As a proof of the sense which General Stuart entertained of the meritorious behaviour of Lieutenant Buchannan, and his party, he sent the following letter:—

"SIR, *Before Cindadella, Nov.* 18, 1798.

"I have the honour to return you, and the gentlemen employed on shore under your command, my sincere thanks for your activity, zeal, and assistance in forwarding the light artillery of the army; neither can too much praise be given to the seamen for their friendly and cheerful exertions under very hard labour—exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgments, and affords me the satisfaction of assuring you, that I am, with sincere regard,

Yours, &c.

Lieutenant Buchannan. CHARLES STUART.

† *Vide* NAVAL CHRONICLE, Vol. I. pages 78 and 336.

month of June, 1800, first under the orders of Earl St. Vincent, with whom, we believe, he has ever lived on terms of great intimacy and friendship; and, subsequently, under Vice-Admiral Lord Keith.

In the interim, however, on the 14th of February, 1799, Commodore Duckworth was promoted to the rank of Rear-Admiral of the White Squadron.

On the 6th of February, in the latter year, previously to his receiving his flag, he was on a cruise off the coast of Catalonia, in company with the Argo, Captain Bowen; when two large Spanish frigates were discovered at anchor, near a fortified tower, on the south point of the Bahia d'Alcude. Immediately on perceiving the British ships, the Spaniards cut their cables, and made sail to the north-east. Chase was instantly given, under all the canvass which the Leviathan and Argo could bear; but, as it blew a strong gale, the Commodore's ship unfortunately carried away her main-top-sail-yard, by which accident she dropped so much astern as to be soon out of sight of the Argo. At the close of the day the Spaniards separated: Captain Bowen, however, by judicious management and skilful manœuvres, kept sight of one of the frigates, which he got alongside of at midnight; and, the Leviathan coming up at the same time, she surrendered after the first broadside. The prize proved to be the Santa Theresa, commanded by Don Pablo Perez, mounting 42 guns, and manned with 280 seamen and marines, beside 250 soldiers.—The frigate which made her escape, was the Proserpine, of the same force.

On the 16th of the same month, the Leviathan, with the Centaur, Argo, and Cormorant, attacked the town of Combrelles; and, having driven the Spaniards from the batteries, the boats of the squadron were sent in, under the command of Lieutenant Grosset, who dismounted the guns, burnt five setters, and took three others, and two tartans laden with wine.

The vigilance of Rear-Admiral Duckworth was now on the eve of experiencing a very solid remuneration. On the 5th of April, 1800, while on a cruise in the Straits, with the Swiftsure, Captain Hallowell, and the Emerald, Captain Waller, he

had the good fortune to fall in with a valuable Lima convoy. After a short running fight, he, the next day, succeeded in capturing two of the frigates, and eleven of the merchantmen; the whole of which, richly laden, were carried safely into Gibraltar. It was reported at the time, that the Rear-Admiral's share alone would amount to not less than 75,000*l*.*

In the month of June, 1800, Rear-Admiral Duckworth proceeded from the Mediterranean to the Leeward Islands, as the successor of the late Vice-Admiral Lord Hugh Seymour; who, on his arrival, went down to relieve Sir Hyde Parker, in the command at Jamaica.

The Leeward Island squadron, when the Rear-Admiral assumed the command, stood as follows:—

Ships.	*Guns.*	*Commanders.*
Prince of Wales	98	Vice-Adm. Lord Hugh Seymour.† Captain A. Renou.
Sans Pareil	84	—— C. N. Penrose.
Leviathan	74	Rear-Admiral J. T. Duckworth. Captain J. Carpenter.
Invincible‡	74	—— W. Cayley.
Tromp (armed en flute)	54	—— T. O'Neil.
Severn	44	—— John Whitby.
Magnanime	44	—— William Taylor.
Seine	42	—— D. Milne.
Apollo	38	—— P. Halket.§
Diana	38	—— Alex. Fraser.
Hydra	38	—— Sir J. Laforey, Bt.
Tamer	38	—— Thomas Western.
Unité	38	—— J. P. Beresford.
Crescent	36	—— W. G. Lobb.§
Glenmore	36	—— George Duff.
Melampus	36	—— Graham Moore.
Aimable	32	—— H. Raper.

* For the official particulars of the capture, the reader is referred to the third volume of the NAVAL CHRONICLE, page 407.

† Shifted his flag into the Sans Pareil, in which he sailed to Jamaica. The Prince of Wales returned to England.

‡ Returned to England in August.

§ Went to Jamaica.

Ships.	Guns.	Commanders.
Southampton	32	Captain John Harvey.
Syren	32	—— T. Le M. Gosslin.
Amphion	32	—— R. H. A. Bennett.*
Decade	36	—— James Wallis.*
Juno	32	—— George Dundas.*
Lapwing	28	—— Thomas Harvey.†
Circe	28	—— Isaac Wolley.
Bourdelois	28	—— Thomas Manby.
Daphne	20	—— R. Matson.
Gaieté	20	—— E. D. King.
Tisiphone	20	—— C. Grant.
Hind	20	—— J. Larcom.
Cayenne	18	—— H. Matson.
Scourge	18	—— S. Warren.
Surinam	18	—— Christopher Cole.
Bittern	16	—— Edward Kitoe.‡
Calypso	16	—— Jos. Baker.*
Hawke	16	—— Edward Rotheram.§
Hornet	16	—— J. Nash.
Busy	16	—— J. A. Omaney.‖
Fairy	16	—— F. Warren.
Drake (brig)	14	—— George Younghusband.
Zephyr	14	—— William Champain.¶
Republican (schooner)	18	Lieutenant
Campheon (do.)	16	—— R. Thwaits.
Resolu (brig)	10	
Pedro (schooner)	8	
Harlequin (do.)	8	
Frederick	10	—— W. Edwards.
Dauphin Royal (schooner)	8	
Campbell (do.)	8	
Barbara (do.)	8	
Alexander (tender)	6	
Garland (do.)	6	—— F. Banks.
Crache Fen (gun-vessel)		

* Went to Jamaica.

† Afterwards Captain Edward Rotheram.—The Lapwing returned to England in September.

‡ Returned to England in August.

§ Afterwards Captain F. M. Garnier.—The Hawke went to Jamaica.

‖ Afterwards Captain Viscount Falkland.

¶ Returned to England.

The only circumstance deserving of notice, which occurred on this station, after the arrival of Rear-Admiral Duckworth, in 1800, was the capture of le Quiproquo, a French armed sloop, of 8 guns (six and nine-pounders) and 98 men, by the Gipsey schooner, commanded by Lieutenant Croyndon Boger. The Gipsey, which mounted 10 four-pounders, and carried 42 men, was employed as a tender to the Leviathan. On the 7th of October, she fell in with le Quiproquo, off the north end of Guadaloupe, and, after a very gallant and severe conflict, compelled her to strike. Eighty of le Quiproquo's men were Guadaloupe chasseurs and cannoneers, commanded by M. Tourpié, formerly a Capitaine de Vaisseau. He and four of his men were killed, and eleven wounded. The Gipsey had one man killed; and Lieutenant Boger, and ten of his men, were wounded.*

In the month of January following, the Rear-Admiral's cruisers were very actively employed, in protecting the trade and annoying the enemy. The Bourdelois, Captain Manby, particularly distinguished herself, in the capture of le Curieuse, French corvette.†—On the 18th of that month, the boats of the Daphne and Cayenne, commanded by Lieutenants M'Kenzies and Peachy, succeeded, in rather an extraordinary manner, in capturing l'Eclair, a French armed schooner, of 4 guns, and 56 men. L'Eclair was moored to the shore, at Trois Rivieres, and protected by a very strong battery, which kept up an incessant fire upon the boats; notwithstanding which, the officers, and boats' crews, boarded her in the most gallant manner, and cut her out, with the loss of only two men killed and three wounded. The enemy had three killed; and the Captain, two Lieutenants, and six men wounded.

At the period of the Northern Confederacy—that Confederacy which the gallant Nelson had the glory of annihilating before the walls of Copenhagen—Rear-Admiral Duckworth was

---

* *Vide* NAVAL CHRONICLE, Vol. V. page 165.

† For the interesting official account of this capture, see Captain Manby's Gazette Letter, NAVAL CHRONICLE, Vol. V. page 349.

ordered, in conjunction with Lieutenant-General Trigge, to seize upon the Swedish and Danish possessions in the West Indies. Accordingly, a body of land forces having been collected and embarked, the following squadron put to sea, for the island of St. Bartholomew, on the 16th of March:—

Ships.	*Guns.*	*Commanders.*
Leviathan	74	Rear-Admiral Duckworth. Captain E. D. King.
Diana	38	—— J. P. Beresford.
Unité	38	—— Thomas Harvey.
Southampton	32	—— John Harvey.
Andromeda	32	—— James Bradby.
Amphitrite	28	—— Charles Ekins.
Hornet	16	—— J. Nash.
Drake (brig)	16	—— Geo. Younghusband.
Eclair (schooner)	10	
Fanny (brig)	10	Lieutenant Frissel.
Alexandria	10*	

In consequence of variable winds and calms, the squadron did not reach its place of destination till the 20th of the month; on the morning of which they arrived off Grand Saline Bay. The necessary arrangements were immediately made for disembarking the troops, and for proceeding to the attack; previously to which, to prevent delay, Captain King, of the Leviathan, and Brigadier-General Fuller, were sent with a formal summons to the Governor; accompanied by a letter to the American merchants, resident on the island, cautioning them not to claim any of the property which, in justice, would become forfeited to the crown of Great Britain.—After some little hesitation, the summons was acceded to by the Governor, and the island capitulated.

Having detached the Alexandria and Andromeda to watch St. Thomas's, it was next determined to attack the island of St. Martin, where the squadron arrived at day-light, on the morn-

* The Coromandel, armed ship, of 24 guns, Captain J. Mortimer; and the Proselyte, of 32 guns, Captain George Fowke, joined the squadron on the 23d and 24th of the month, with reinforcements of troops.

ing of the 24th. The Governor not complying with the summons to surrender, 3,500 troops were immediately landed, under the command of Brigadier-Generals Maitland and Fuller, assisted by a detachment of 200 seamen, commanded by Captain Ekins, of the Amphitrite, covered by the Proselyte and Drake. After a smart skirmish, in which the enemy lost two field pieces, and had fifty or sixty men killed and wounded, the heights in the approach to the town of Philipsbourg were carried. Convinced that all opposition would be vain, and must lead to destruction, the enemy now agreed to a verbal summons, sent in by General Maitland; and, by midnight, the terms of capitulation were signed and exchanged.

These conquests having been properly secured, the squadron sailed to prosecute the farther object of the expedition.—On the 28th of the month, the islands of St. Thomas and St. John, with their dependencies, submitted to the British arms; and, on the 31st, the island of Santa Cruz followed their example.*

On the 6th of June following, Rear-Admiral Duckworth had the honour of being nominated one of the Knights Companions of the Bath; probably the chief advantage which he derived from the above-mentioned captures; as, at the dissolution of the armed neutrality, the foreign islands were restored to their former possessors.—For some time he was also a Colonel of Marines.

Sir John Duckworth retained the command on the Leeward Island station till the winter of 1801, when he returned to England; and, we believe, was not again employed till the renewal of hostilities, in 1803.

At that period, he obtained the important and lucrative appointment of Commander in Chief at Jamaica. From the time of his arrival, to the close of the year, an astonishing number of captures was made by his cruisers.† The respective harbours of the island of St. Domingo were also closely blockaded; and, in addition to the usual duties of his station, Sir John had

---

* For the official details of these captures, the reader is referred to the Fifth Volume of the NAVAL CHRONICLE, from page 442 to 446.

† *Vide* NAVAL CHRONICLE, Vol. XI. pages 150, 260, &c.

to conduct a very troublesome negociation with General Rochambeau,* the commander of the French forces in that island. Rochambeau, surrounded by insurgent negroes, of whose just vengeance he entertained the utmost fear, his own troops being in the most wretched situation from famine and disease, was extremely anxious to quit the island, and effect his escape; but in this he was prevented by the vigilance of Sir John Duckworth's squadron. The same vigilance prevented his receiving any supplies from France; so that, to avoid the horrible fate which his crimes deserved, he at last found himself under the necessity of throwing himself upon the generosity of the British, by agreeing to such terms of capitulation as they thought proper to propose.†

Sir John Duckworth, who was promoted to the rank of Vice-Admiral of the Blue squadron, on the 23d of April, 1804,‡ continued at Jamaica until the spring of 1805, when he was succeeded in the command by Rear-Admiral Dacres. During his stay, he was unusually successful in capturing an extraordinary number of the enemy's vessels; and, by a judicious distribution of his force, he effectually protected the commerce and coasts of the island. The estimation in which his conduct was holden, by the inhabitants, will be sufficiently seen from the following resolution of the House of Assembly, of Jamaica, dated December the 7th, 1804; which we transcribe from a Jamaica paper now before us:—

Agreed to, *nem. con.* that the thanks of the House be presented to Vice-Admiral Sir John Thomas Duckworth, K.B. for the effectual protection afforded to the commerce and coasts of this island, by his able and disinterested distribution of His Majesty's naval forces under his command:

---

* This officer, notorious for his inhuman atrocities toward the blacks, died a short time ago in England.

† For the whole of the proceedings respecting St. Domingo, *vide* NAVAL CHRONICLE, Vol. X. pages 333, 334, 335, and 499; and Vol. XI. pages 60, 160, and from 242 to 250.

‡ He received the same rank in the White Squadron, on the 9th of November, 1805.

And that he be requested to accept a sword, as a testimony of the high sense entertained by this House of the eminent services he has thereby rendered to the country.

Mr. Speaker was accordingly ordered (continues the paper from which we quote) to transmit to Vice-Admiral Sir John Thomas Duckworth, K.B. a copy of the above resolution.

He was also instructed to remit to Edmund Pusey Lyon, Esq. the agent of this island, the sum of one thousand guineas, for the purpose of purchasing a sword, to be presented to Vice-Admiral Sir J. T. Duckworth.

This sword is of the most exquisite workmanship. The lion-headed pommel denoting fortitude, must be allowed to be an appropriate emblem, while the bow consists of a snake, representing wisdom. Instead of rings, the scabbard, which is covered with blue, is ornamented with the alligator, which is the crest of the island of Jamaica; while at the top is a figure of Neptune, surrounded by naval trophies. In the centre is a medallion, representing Commerce, with a cornucopia in one hand, while the other bears a crown of laurels, which she is offering to the British navy, for the protection afforded to the chief of the West India islands.

Shortly after his return to England, Sir John Duckworth was appointed second in command of the Mediterranean fleet, in which he hoisted his flag on board of the Superb, of 74 guns. Towards the close of 1805, he was detached, by Lord Collingwood, in quest of a French squadron, which was known to be at sea.* With the progress of his cruise, his falling in with the French in St. Domingo Bay, and the result of the action which ensued, the reader is already well acquainted.†—In our memoir of Sir Thomas Louis,‡ we observed, that "never was victory more complete or decisive; yet, in consequence of the superiority of two ships, which the English

---

* While at the Island of St. Christopher, after his junction with Rear-Admiral Cochrane, a very loyal and animated Address was presented to all the officers of the squadron, by the House of Assembly. *Vide* NAVAL CHRONICLE, Vol. XVI. page 387.

† *Vide* NAVAL CHRONICLE, Vol. XV. page 242, 254, 386, and 450; and Vol. XVI. page 189.

‡ NAVAL CHRONICLE, Vol. XVI. page 177.

possessed, it made a somewhat fainter impression on the public mind than might have been expected, or, indeed, than the achievement deserved. But as, in gazing upon the sun, the eye is dazzled, and rendered incapable of estimating the lustre of inferior luminaries; so, in contemplating the unprecedented victory of Trafalgar, the mind became absorbed, and lost its power of appreciating exploits, which, otherwise, would have been extolled amongst the most heroic acts.................. ....One circumstance, particularly deserving of notice, is, that Sir J. T. Duckworth pursued the French squadron, under the expectation of having to contend, not with an *inferior*, but with a *superior* force; and, had his expectation been answered, there is no reason to suppose that the issue of the contest would have been less successful than it proved; though, of course, the glory of the British arms would have been greater.—However slightly the affair might be estimated at home, by those who knew nothing of the danger and chances of battle but by report, it is evident that the Commander in Chief, whose opinion in this case ought to be regarded as of some weight, considered it as no unimportant play of arms. 'When I contemplate,' says he, 'on the result of this action, *when five sail of the line had surrendered, or were apparently destroyed in less than two hours,* I cannot, *though bound to pay every tribute to the noble and gallant efforts* of the Honourable Rear-Admiral Cochrane, Rear-Admiral Louis, the captains, officers, seamen, and royal marines, under my command, *be vain enough to suppose that,* WITHOUT THE AIDING HAND OF PROVIDENCE, *such result could have been effected, and with a loss so comparatively small.*'"

The total loss of Sir John's squadron, in this engagement, was 74 killed, and 264 wounded; of which his flag-ship, the Superb, had 6 killed, and 56 wounded.

With the three prizes which he preserved (l'Alexandre, le Jupiter, and le Brave) Sir John proceeded to Port Royal, in Jamaica, where he was received with raptures by the inhabitants.

At home, the intelligence of this victory was greeted with the usual public demonstrations of joy; and, on the 26th of March, in the House of Commons, Mr. Grey (now Lord Howick), after some prefatory observations, moved for a vote of thanks, in the following form :—

That the thanks of this House be presented to Vice-Admiral Sir John Thomas Duckworth, Knight of the Bath, for the distinguished valour, ability, and conduct shewn by him in the action which took place on the 6th of February, off St. Domingo, between His Majesty's ships under his command, and a fleet of the enemy; in which action all the enemy's ships that were of the line of battle were either taken or destroyed.

That the thanks of this House be presented to Rear-Admirals Cochrane and Louis, and to the several Captains and Officers of the Fleet, for the bravery and good conduct with which they so much contributed to the success of that day.

That this House do highly approve of, and acknowledge, the good conduct of the Seamen and Marines on board the fleet, in the said action.

These resolutions were carried, *nemine dissentiente*; and a vote, to the same effect, was passed in the House of Peers, on the motion of Lord Grenville, whose remarks on the occasion were, in substance, as follows :—

It was scarcely necessary, indeed, (said his Lordship) to make any comment upon the subject, or any preface to his motion. A series of the most splendid achievements had raised the character of our navy to the highest point of pre-eminence, whilst they proved the unrivalled skill and valour of our officers, and the irresistible bravery of our seamen.

The victory recently obtained by Sir J. T. Duckworth in the West Indies, evinced that the gallantry and skill of our officers, and the bravery of our seamen, were undiminished. A circumstance had attended this success, which very seldom happened in any of our victorious contests with the enemy, that we had a trifling superiority of force; but this could not in the least take away from the brilliancy of the victory, or the merits of those by whom it was achieved. Every thing had been done that could be effected; every thing had been done that was admitted of by the possibility of the case.

The enemy's force consisted of five ships of the line, and five ships of the line were taken and destroyed. He was one of those who thought that the thanks of the House ought not to be given except in those cases where such a vote was called for by great and exalted merit; that so high an honour ought only to be granted where it was eminently deserved: thus rendering the reward greater by the rarity with which it was conferred. He thought, however, that this was one of those cases, which called upon their Lordships to confer that high honour; and that so brilliant a victory entitled those who had achieved it to the thanks of the House, for the skill and bravery they had evinced in thus diminishing the means of the enemy, and adding to the security of the country. He conceived it unnecessary to comment any further upon the subject; to enter into any lengthened detail would, he thought, derogate from the splendour of the achievement.

This was not the only honour in reserve for Sir John Duckworth. The Corporation of London voted him their thanks, with the freedom of the city, and a sword valued at two hundred guineas; and the Patriotic Fund, at Lloyd's, presented him with a vase, of the value of four hundred pounds, ornamented with emblematical devices, and an appropriate inscription.

We now approach towards a period in this officer's life, which, to him, perhaps, is more unsatisfactory and vexatious, than any by which it had been preceded. We allude to the late unfortunate affair before Constantinople.

Soon after his return to England, from the West Indies, Sir John Duckworth was appointed to the Royal George, of 110 guns, in the Mediterranean fleet. His command was the same as that which he held previously to the battle off St. Domingo; second under Lord Collingwood. He was afterwards detached by his Lordship on an important service. On the 19th of February, he passed the Dardanelles;* and, on the same day, agreeably to his orders, Sir Sidney Smith destroyed the Turkish protecting squadron. On the evening of the 20th, Sir John Duckworth came to an anchor, near the Prince's Island, about eight miles from Constantinople; and immediately "despatched

* *Vide* Naval Chronicle, Vol. XVII. page 426 to 432; and page 463 to 467.

Captain Capel, in the Endymion, to anchor near the town, if the wind, which was light, would permit the ship to stem the current, to convey the Ambassador's despatches to the Sublime Porte in the morning by a flag of truce." Captain Capel, however, found it impracticable to get within four miles of Constantinople. From this period, until the 28th of the month, the time was employed in a fruitless negotiation; and, on the 1st of March, finding that a longer stay would be pregnant with danger, Sir John came to the determination of re-passing the Dardanelles. At that time, as we learn from his official letter of the 6th of March, the whole line of the Turkish coast presented a chain of batteries; twelve line-of-battle ships, and nine frigates, filled with troops, were ready, with their sails bent, beside fire-vessels, and an immense number of small craft; and nearly 200,000 troops were understood to be in the town of Constantinople. Against such a vast accumulation, and combination of force, it is evident that Sir John had not the means of combatting, with any prospect of success. His re-passing of the Dardanelles was also a measure replete with danger; but Sir John was in one of those predicaments, in which two evils were the only objects of his choice. He naturally submitted to the smaller; and, escaping from his perilous situation, proceeded to Alexandria, in Egypt, whence he has since returned to England.

The failure of this expedition has been the subject of much conversation; and it was at one time generally understood, either that Sir John Duckworth would be brought to a court martial by government, or that he would himself demand a trial of that nature, in order that his conduct might be exhibited through a correct medium.

Whether any state reasons may have intervened, to render such an investigation impolitic; whether His Majesty's present Ministers may have approved of Sir John Duckworth's conduct; and whether Sir John may rest satisfied with such approbation, if it have been given, are points to which we are wholly incompetent to speak. His conduct was never before impeached by any party or set of men; but certain it is, that the

friends of the late Ministers still most vociferously insist, that their orders, respecting the proceedings of the squadron before Constantinople, were not obeyed. As a proof of this assertion, we here subjoin a statement, which has appeared in one of those newspapers which are devoted to the interests of the late Administration:—

Orders were sent out to Lord Collingwood, whose sagacity and zeal in the public service had already anticipated them in some measure, by detaching three sail of the line under Admiral Louis. Upon receiving the orders of Government, upon the 20th January, he appointed Vice-Admiral Duckworth to the command of the squadron destined for this important service. Admiral Duckworth parted company on the 15th of that month, furnished with the most clear and precise instructions. He was ordered to proceed with the utmost expedition to Constantinople, and to take the best position from which he might act offensively against it, if hostilities should become necessary. Upon this subject, *he was to communicate with Mr. Arbuthnot, our Minister; and upon receiving intimation of his opinion, that hostilities ought to commence*, he was to demand the surrender of the Turkish fleet, with a menace of immediate operations against the town in case of refusal: and in the event of an absolute refusal, he was instructed either to cannonade the town, or attack the fleet, as he should judge most practicable. It was farther expressly recommended to him, that if, upon this demand of the surrender of the fleet, any negociation should be proposed by the Turkish Government, no negociation should be continued more than half an hour, as it would probably be proposed to gain time for preparing resistance or securing their ships. And the Vice-Admiral was finally instructed, that the success of the enterprize depended upon the promptitude with which it was executed.

The instructions which had been sent to Mr. Arbuthnot were to the same effect.

On the morning of the 19th February, the squadron entered the Dardanelles, and on the evening of the following day came to an anchor near the Prince's Island, about eight miles from Constantinople. From the copies of correspondence published by the French Government, it appears, that the same evening, or next day, Admiral Duckworth demanded the surrender of the Turkish fleet, and granted half an hour for consideration. Instead of this measure being carried into execution, the negociation, by con-

ferences and correspondences, was continued till the 28th of February, being no less than eight days of protracted, unavailing negociation. On the 1st of March the squadron weighed anchor, and proceeded to repass the Dardanelles, under the circumstances which are unfortunately so well known.

In our present state of information, we do not presume to fix the blame either on the Admiral, or on Mr. Arbuthnot. But we affirm, that the plan and instructions furnished to them were not carried into execution; and no satisfactory reason or explanation has been assigned why they were not executed. In order to assist such an explanation, if it can be furnished, we should beg to know why the squadron came to an anchor off Prince's Island, instead of proceeding at once to Seraglio Point, under the European shore?

Whether the current from the Bosphorus does not set backward with an eddy, which would have favoured the entrance of the squadron?

Whether, with the advantage of a side wind, the squadron, even after an anchoring at Prince's Island, might not have crossed to a position close to the town? And whether this was not particularly practicable within the two first days after the squadron came to an anchor?

With respect to some of the latter queries, we think they are fully answered, in Sir John Duckworth's letter of the 6th of March. Why did the squadron come to an anchor off Prince's Island, instead of proceeding at once to Seraglio Point, under the European shore?—*Answer.*—"My letter of the 21st (of February) is dated at an anchor *eight miles from Constantinople,* THE WIND NOT ADMITTING OF A NEARER APPROACH." This is a simple answer to a simple question. Sir John proceeds:—"but the Endymion, which had been sent ahead with a flag of truce, *at the request of the Ambassador,*" [thus it appears that the Admiral was acting, in some measure, subordinately to the Ambassador] "was enabled to anchor within *four* miles. Had it been then in our power *we should have taken our station off the town* IMMEDIATELY, but as that could not be done *from the rapidity of the current,* I was rather pleased than otherwise with the position *we had been forced* to take."—Whether the current from the Bosphorus does

not set backward with an eddy, which would have favoured the entrance of the squadron? Whether, with the advantage of a side wind, the squadron, even after anchoring at Prince's Island, might not have crossed to a position close to the town? And whether this was not particularly practicable within the two first days, after the squadron came to an anchor?—*Answer.*—"*From the moment of our anchorage* till we weighed, on the morning of the 1st of March, such was the unfortunate state of the weather, *that it was not at* ANY *time in our power to have occupied a situation which would have enabled the squadron to commence offensive operations against Constantinople.*"—"The strength of the current from the Bosphorus, with the circuitous eddies of the port, rendered it impracticable to place ships for an attack *without a commanding breeze;* which, during the ten days I was off the town, *it was not my good fortune to meet with.*"

There is a circumstance relating to this expedition, which must attract the notice of every person. *There were no land forces on board.* How is this to be accounted for? Was it an oversight, or was it expected that the Turks would accede to the terms of the English, immediately that they should be proposed?—If there had been a sufficient number of troops on board of the squadron, they might have been landed, in detachments; and, as the forts of the Dardanelles were unprotected on the land side, they might thus have been speedily demolished, or at least have been rendered incapable of injuring any ship which might attempt the passage. The castles of Sestos and Abydos were particularly deserving of attention in this respect. The advantages which would have resulted from such a mode of proceeding must be obvious to every one. Had the forts which protect the passage of the Dardanelles been dismantled, Sir John Duckworth's squadron might have remained in the sea of Marmora as long as he had pleased; and might also have been in the constant and regular receipt of such supplies and reinforcements as it should have been deemed expedient to send. Thus, the expedition *must,* ultimately, have experienced a favourable termination.

Sir John Duckworth's professional character, as we have already observed, had never before been impeached; and, judging from such information as is at present before the public, we perceive no reason for supposing, that it will not *still* bear the strictest investigation.

*** Since the preceding pages were prepared for the press, we have received the following additional particulars of the worthy Admiral and his family, which may be depended on as being accurate. The same friend that furnished us with this account, has also favoured us with a *fac-simile* of the signature of Sir J. T. Duckworth, which we have had engraved, and placed at the end of this communication.

Sir John Thomas Duckworth, K.B. born at Letherhead, in the county of Surrey, and baptized there 28th February, 1747-8; appointed a midshipman in the royal navy, 20th February, 1759; lieutenant, 16th June, 1770;* commander, 16th July, 1779; post captain, 16th June, 1780; commodore, serving at St. Domingo, in July 1796; commander in chief, jointly with the Honourable Sir Charles Stuart, K.B. at the taking of Minorca in November 1798; rear-admiral of the white, 14th February, 1799; commander in chief at Barbadoes and the Leeward Islands, from 9th May, 1800, to 10th January, 1802; commander in chief at Jamaica, from 17th November, 1801, to 30th April, 1805; nominated a Knight Companion of the most Honourable Military Order of the Bath, 6th June, 1801, and installed by proxy in King Henry the 7th's Chapel at Westminster Abbey, 19th May, 1803.

He married in July 1776, Anne, only child and heir of John Wallis, of Trentonwoonwith, near Camelford, in the county of Cornwall, gent. She died 21st August, 1797; buried at Chevick, in the county of Cornwall, 27th of the same month. He had issue by her, George Duckworth, his only son, born 25th June, 1782, now a captain in the army; and an only daughter, Sarah Anne, married in November 1803, to Captain Richard King, of the royal navy, now Sir Richard King, Bart.

---

* In page 3, we have erroneously stated that he was made a lieutenant in March 1779, in the Princess Royal. He was then only appointed to that ship.

Sir John's father was the Rev. Henry Duckworth, Clerk, A. M. who was born at Middleton, in the county of Lancaster (in which this family appears to have resided since 1600), 22d January, 1711-12. He was curate of Leigh, Surrey, in 1740; vicar of Stoke Poges, in the county of Bucks; one of the minor canons of Windsor, and rector of Fulmer, in the aforesaid county of Bucks: died 24th January, 1794, aged 82. He married Miss Sarah Johnson, of Ickenham, in Uxbridge, in the county of Middlesex, who was buried at Stoke Poges, 24th May, 1780. He had by her five sons and two daughters, all of whom, except the Admiral, are now dead.

HERALDIC PARTICULARS.

Arms.—Argent on a cheveron azure, between two ducks in chief, and an anchor erect in base proper, a bomb fired, or; accompanied by two cross patée of the field, on a chief of the second, a naval crown of the third between two estoiles of the first.

Crest.—On a wreath a tower, the battlements partly demolished, from the top flames issuant proper, on the sinister side a sea lion erect azure, the paws pressing against the tower. Granted by patent under the hands of Garter and Clarenceux Kings of Arms, 27th April, 1803.

Supporters.—On the dexter side a human figure proper; a mantle over the sinister shoulder flowing to the waist purpure from a belt, or; a sword pendant, in the dexter hand a club, in the sinister a lion's skin, also proper; the whole powdered with estoiles azure, in allusion to the constellation Orion, being the name of the ship commanded by Sir John Thomas Duckworth on the memorable first of June, 1794: and on the sinister a sailor habited proper, the exterior hand supporting a flag-staff, thereon hoisted a broad pendant flowing to the dexter, gules.

The above Supporters were granted by patent, under the hand and seal of Garter principal King of Arms, the 28th day of April, 1803.

Motto.—*Disciplinâ, Fide, Perseverantiâ.*

J. T. Duckworth

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTAIN WOODRIFFE.

CAPTAIN WOODRIFFE, who so gallantly defended the Calcutta, belonging to the East India Company, and who was taken prisoner and sent to Verdun, has recently returned to England. The manner of his enlargement is singular. Captain Woodriffe had made several applications to Talleyrand to procure his release, but without success. Some time in the last month, however, he received an order, signed by Buonaparté, in Poland, directing him to proceed immediately to England, and to take the route of St. Maloes, a town which no Englishman is permitted to enter. On Captain Woodriffe's arrival at this place, he found his letters forwarded, by the French government, which had been directed to Verdun.—At St. Maloes Captain Woodriffe proceeded to engage a vessel, or cartel, to convey him to England, for which he expected to pay 40 or 50 guineas; but was there told that a vessel was provided for him by the French government, free of every expense whatever. Our government, not to be outdone in this unexpected generosity on the part of the enemy, immediately released a French officer, of equal rank with Captain Woodriffe, who has been since returned to France, on terms of equal liberality.

THE MARINE OF RUSSIA.

THE Russian Navy, though much augmented during the reign of the Empress Catherine, had greatly declined at the close of it. Paul, who was fond of maritime affairs, built many new ships, and introduced various improvements into this department. The navy is an object of attention in the administration of Alexander, and several new regulations have been made respecting the sea service. According to a report of the present minister of the marine, there ought to be in the Black Sea, 21 ships of the line, and 8 frigates; and in the Baltic, 27 ships of the line, and 26 frigates: but this number is as yet by no means complete. The galley fleet is composed of 20 vessels; 40 gun-boats are stationed in the Black Sea; and there are two flotillas, one in the Caspian Sea, the other at Ochotsk.

The mode of balloting for the promotion of officers, introduced by Peter the First, has been modified by an ordinance of 1804, which limits it to the ranks from lieutenant to Rear-Admiral. By this alteration the minister has acquired the means of recompensing extraordinary merit.

A school for pilots has been created, and their condition on board has been ameliorated. That of the sailors has also been improved. They are divided into two classes, that of recruits, and that of men who have already served. For recruiting, those governments are selected, who have many lakes or great rivers, or border on the sea. The age of recruits was fixed at 25; but since 1803, boys from 12 to 20 are received in the provinces on the Baltic.

The number of marines on board has been diminished, and that of sailors augmented. The corps of marine cadets has undergone several improvements. Much attention has been paid to the construction of ships after models sent from England. The Admiralty is engaged in procuring translations into the Russian language of the best works on the marine, and in the compilation of manuals for learners. The Emperor has approved of the formation of a committee for drawing up a system of the nautical sciences; and the marine geometry has already been published. The organization of the Admiralty has been simplified, and the officers and sailors have received permission to enter into the merchant service.

The port of Kronstadt, which is the centre of the Baltic fleet, has been improved. At Revel, the old harbour is left for commerce, and a new one is constructing for the reception of 25 ships of the line. Roggersholm is the galley harbour, and will also admit ships of the line. On the Black Sea ships of war will be constructed at Cherson, fitted out at Otshakof, and stationed at Achtiar or Sevastapol. Ships of the line can lie in safety in the road of Odessa. There are four admirals under the minister of marine, who have inspection of the ports.

CAPTAIN LOVE.

SOME recently-received American papers contain an article of some importance, relating to the Driver sloop, Captain Love, which arrived in Charleston harbour the beginning of May. It will be recollected that this is one of the vessels which was in company with the ship Leander, Captain Whitby, and in consequence thereof was, by the proclamation of the President, ordered to

depart from the waters of the United States, and interdicted from ever again entering them, or receiving any aid or supplies. In consequence of that proclamation, the naval officer of Charleston warned the Driver to depart in twenty-four hours. Captain Love's answer, it will be seen, was most spirited.

The following account of this circumstance is taken from the American papers:—

Charleston, May 4.

The public have already been informed that the British sloop of war Driver, a vessel interdicted by the President from ever entering our harbours, anchored on Thursday last abreast of Fort Johnson. Two United States officers of that fort waited upon the Governor on Friday, to consult with him on measures necessary to be taken to expel her from the port; his Excellency was not at home.—On Saturday the commandant of Fort Johnson addressed a letter to the commanding officer of the said vessel, of which the following is a copy:—

Fort Johnson, Harbour of Charleston,
"SIR, *4 P.M. of May 2.*

"THE President of the United States of America having, by proclamation, bearing date 3d May, 1806, for ever interdicted His Britannic Majesty's sloop of war Driver from entering any port or harbour of the United States, and the said vessel having entered this port, in contempt of the said proclamation, my duty compels me to demand that the Driver sloop of war do depart from this harbour within 24 hours from the date hereof.

"Need I add, Sir, how repugnant it would be to my feelings, should any blood be spilt, which must inevitably be the case, if this communication be not complied with.

"Lieutenant Windham, of the artillery, is charged with the delivery of this: he will receive your reply.

"I am, Sir, your obedient servant,
"MICHAEL KALTEISEN,"
Captain Commanding.

To the Commanding Officer of His Britannic Majesty's sloop Driver.

[ANSWER.]

His Majesty's ship Driver, Rebellion Roads,
"SIR, *Charleston, May 3, 1807.*

"I HAVE received your letter; and having some doubts as to the authority by which it was written, I thought proper to satisfy

myself on that head before I should reply. By the threat it contains, you appear, like your government, to have something to learn. A British subject knows too well how to respect and obey the laws of his own country, to offer, intentionally, an outrage on those of others, when once they are known to be so; but I have to observe, the proclamation you mention to have been issued in May, 1807, I know nothing of: of that which was issued in May, 1806, I have only to say, that so far from being either creditable or becoming in the president of a country, wishing to be ranked amongst the civilized nations of the world, it would, in the opinion of every liberal and enlarged mind, have disgraced even the sanguinary pen of Robespierre, or the most miserable petty state in Barbary. It appearing that the supposed offence is to be rendered by a repetition of the circumstances complained of, and that on those who, so far from having any thing to do with the supposed aggression, were not even on or near the American coast, at the time. And as Captain Whitby's trial may probably at this moment be pending, with the concurrence of the United States, and the proclamation resting on his being brought to justice, it ought to have been thought of. However, as my proceeding to sea comes within the limit of my intentions, according to the orders I am under, I shall do so whenever the pilot thinks proper—which orders have for their view, the advantage of the American flag, as well as the protection of the British. But I must observe, that the difficulty I have experienced in obtaining a sufficient quantity of water, for the purpose I wish, obliges me to have recourse to such methods as are completely within my power, which I otherwise should not have thought of. In the mean time, it is necessary to inform you, that His Majesty's ship under my command, is at all times ready to resist, and punish, any insult that may be offered to the flag she has the honour to bear, to the last drop of blood that shall remain, of the dutiful and loyal subjects of a beloved Sovereign, and an exalted country.

"I have the honour to be, Sir, your humble seavant,

To Captain Kalleisen, &c. "WILLIAM LOVE."

Despatches, supposed to relate to this subject, have been forwarded to the government of the United States, by Lieutenant Windham, who is a passenger in the Semiramis.

DANISH COLONIES.

AN official paper of Copenhagen gives an account of the state of the Danish colonies in Greenland for the year 1804; from

which it appears that there were in that year caught forty-seven whales, five thousand one hundred seals, six bears, and two hundred and ninety unicorns. Seven ships were employed in the trade, and exported goods to the amount of sixty-nine thousand one hundred and forty-five rixdollars. The total population of all the colonies was, as far as could be ascertained, up to June, 1805, six thousand and forty-six persons, which is an increase of 181 since the year 1802.

CAPTAIN MOSS'S ACCOUNT OF THE ISLANDS OF JUAN FERNANDEZ AND MASA FUERO, IN THE PACIFIC OCEAN.

THE island of Juan Fernandez has frequently been described by the early navigators of the Pacific Ocean, who touched there for refreshments, and by the freebooters, who made it a place of resort for the rendezvous of their forces, or the division of their spoil. At a convenient distance from the coast of Peru, unsettled and unfortified, abounding in almost every requisite for refitting, revictualling, wooding, and watering, it became not only a desirable station, but was long an unsuspected or despised retreat. The dormant vigilance, however, of the Spaniards was at length aroused, and a settlement was made in 1766 or 1767, upon the island of Juan Fernandez. In the latter year, Captain Carteret, on his voyage round the world, upon opening Cumberland bay, was surprized to find the island in possession of the Spaniards, who had built a fort, on which the Spanish colours were flying, and some cannon mounted. Many cattle were seen on the hills, and about twenty houses on different parts of the island. Carteret neither anchored nor had any communication with the shore, but sailed immediately for Masa Fuero. Since that time no accounts have been given to the public respecting it: for, with the characteristic jealousy of the nation, access to its shores was denied to strangers almost without exception. An intelligent and zealous navigator, however, Lieutenant John Moss, of the royal navy, then commanding the ship William, on the southern whale and seal fishery, visited both Juan Fernandez and the adjacent island of Masa Fuero, in the year 1792. It is from his MSS. that the following account of the modern state of those islands is given, and may be not unacceptable to the public, contrasted with the accounts which have appeared of its former state, when uninhabited and uncultivated.

Juan Fernandez lies in latitude 33° 40′ S. and 80° 30′ W. from

Greenwich.* In making this island, Captain Moss first stood along the west side of it, and at noon came abreast of the north point. He was not aware of its having been settled by the Spaniards, and went in the boat to see if there was a safe anchorage, and to catch fish. In hauling round the north-west point, he was surprized to find the place fortified, and a small village in the valley. He immediately landed, and applied to the governor for leave to anchor and to fish. Neither request, however, was formally granted; but getting into a position where none of the guns could bear on the boat, he caught as many fish as served the whole ship's company.

In making the island from the westward, it appears elevated at the north end, and slopes away towards the south, with a remarkable islet, or large rock, detached about half a mile off the south point. At a distance the whole island appears like an entire rock; but on a nearer approach the intersecting vallies discover themselves, and display a fine scene of verdure, being covered with wood. The west side affords no anchorage, nor any landing place, the cliffs rising almost perpendicularly from the sea. When abreast of the north-west point, the first valley or landing place opens, where there is anchorage in fourteen fathoms water, but quite in an open and exposed situation. Here the Spaniards have a guard-house and one gun. About half a mile to the east-north is the great bay (Cumberland bay of the Buccaneers), which is land-locked from E. to N.W. by W. but there is no anchorage in less than forty fathoms till within half a cable's length of the shore. The town or village is very pleasantly situated in a fine valley, between two high hills. A battery of five guns is placed just round the west point of the harbour, and commands the road, though it is very possible to land without a gun being brought to bear on the boats. This battery is built of loose stones, piled up breast high, and forming embrasures, without mortar or any kind of cement. On the left of the valley, on a little eminence, another battery was then constructing of masonry; it has two faces, with fourteen embrasures in each, one face pointing to the anchorage, and the other flanking the village; there were only five guns mounted on that side which faces the road, and one on the other. By cutting a serpentine path along the side of the western hill,

* Dampier assigns its situation in 34° 45′ south latitude, 84° west longitude; but the publisher of Anson's voyage, as well as Captain Sharp, placing it in the latitude of 33° 40′, is confirmed by Captain Moss.

two small guns have been got to the top of it. According to the report of the commandant, however, the whole force on the island in January 1792, consisted of six soldiers, and forty of the settlers armed and trained. Captain Moss was not at that time permitted to refresh his crew at Juan Fernandez. He saw great numbers of goats on the sides of every hill, and regretted much that he could not be allowed to stay, on account of the progress of the scurvy on board his ship, which would have been speedily arrested by the fresh venison, fish, and vegetables to be obtained there.

On the 15th of Nov. 1792, however, he touched a second time at Juan Fernandez, and when within three miles of the great bay, went on shore to obtain the governor's permission to cut wood. This time leave was most readily granted by the governor, Don Juan Calvo de la Canteza, who supplied all the wants of the English as much as was in his power. He ordered his own people to assist in cutting wood, and his oxen to draw it to the water side. A small present, which Captain Moss, from his nearly exhausted stock, made to the governor in return for his civilities, consisted of a dozen of wine, a dozen of plates, two dishes, half a dozen of wine glasses, a small pot of pickles, and a pair of new boots. In return he presented Captain Moss with a loaf of sugar, four fine sheep, a large quantity of vegetables, milk, and as much craw fish as he wanted. He also allowed him to purchase the flesh of two bullocks jerked, which cost a mere trifle.

There are about forty houses in the town, and several in different parts of the island. Every house has a garden, with arbours of grape vines, forming a delightful shade. Figs, cherries, plums, and almonds appeared, all green, and abundance of potatoes, cabbages, onions, thyme, and other vegetables and herbs; but none of them in perfection, as a kind of grub is said in a great measure to destroy the kitchen gardens.

The dress of the women is very singular; they wear a petticoat which reaches only a little below the knee, and which is spread out by a hoop at the bottom to a great distance round them, leaving the legs entirely exposed, and, were it not for the drawers they wear, all below the waist might be seen when they stoop. They wear long hair, plaited into forty or fifty braids, which hang straight down the back. This dress, the governor stated, was likewise that of the ladies of Peru and Chili. In every house that Captain Moss entered he was presented by the women with *maté*, the infusion of the herb of Paraguay, which they suck up through a pipe or tube, which serves more than one person, and is handed over from one to the other. The women were in general hand-

some, and every house swarmed with children. In one to which Captain Moss paid a visit, there was a young woman only twenty years of age, who had six children, and was again pregnant.

Strangers who fall in with Juan Fernandez and Masa Fuero may mistake the one for the other, as they both lie in the same latitude, though they are very different. The north end of Juan Fernandez is highest, whilst Masa Fuero is lowest to the north. This circumstance, and the small island which lies off the south end of Juan Fernandez, are distinctive marks to be depended on. The two islands lie eighty miles from each other, but one has been seen from the other in a clear day.

The island of Masa Fuero is uninhabited, except by seals and goats. It lies in latitude 33° 41′ south, and longitude 81° 40′ west. There is no practicable landing place on the north end of the island, on account of the prodigious surf; and on the east side, where Captain Moss landed, it is so bad, that the people were obliged to swim through the surf, after procuring some boat loads of seal skins. Seals abound here, and the shores are covered with them. There is likewise plenty of wood, but difficult to be got off: in one of the vallies four or five cords of wood were found, which the heavy surf prevented them from getting away, as it probably had done the persons who cut it. The wood is principally a kind of red cedar, and a sort of hard yellow wood like box, capable of taking a fine polish. During the time the William remained at the island, goats enough were caught to afford the crew a constant supply of fresh provisions; and abundance of fish may likewise be taken in a very short time. Captain Moss saw large and small hawks there; the smallest no bigger than a goldfinch, and something like it. Living wholly undisturbed by man in this distant spot, these birds were quite tame. A wild cabbage was found, but it would not boil soft: the sailors however ate it. The island is distant from the main land of South America one hundred and forty leagues, and eighty miles west of Juan Fernandez. The south end is the highest, its cliffs being almost perpendicular from the sea, and in the calmest weather it has a bad surf breaking on it. The north end is also high, but a fine green low point stretches from the bottom of the cliff to the northward, a perfect level of at least a mile and a half. The east side of the island is the most pleasing, being split into vallies which are rich in verdure, covered with trees, and abounding with flowers of the lily and violet kinds. A copious stream of water runs down every valley, and expands in its descent amongst the rocks into several successive reservoirs, which hold large quantities,

But the seals play in these waters so far up the vallies, that the water has a bad taste, unless it is taken from above the places which they frequent.

Masa Fuero yields all the refreshments that can reasonably be wished, and if it afforded good anchorage, it would be a very desirable place for ships to touch at; but it does not, though there are places where an anchor may be let go in foul ground. On a temporary visit, however, standing off and on answers every purpose, and nothing but great distress can warrant anchorage here. When under weigh, a vessel is ready to shift as the wind does, thereby always keeping on the lee side of the island, for it is impossible to land on the weather side. All ships that come here for seals should have a strong built boat to anchor behind the surf, where she might be loaded by hauling them off. Captain Moss had his boats staved in one of his attempts to land, the surf running so high, and breaking a considerable distance from the shore. On the east side there is a small inlet that has good landing when the wind is from S.W. to N.N.W. but the wind at S.E. blows right in. It is the only place they saw where a boat could be hauled up; they got there 2,100 seals in the few days of their stay. Captain Moss called this inlet Enderby's Cove, in compliment to one of his owners.——ATHENÆUM.

CONSTANTINOPLE AND THE DARDANELLES.

AS an illustration of our memoir of Vice-Admiral Sir J. T. Duckworth, we present the following *description of the approaches to Constantinople, by water, from the Archipelago*:----

The strait of the Dardanelles, as the whole passage is usually called, unites the Archipelago with the little sea of Marmora. It is about twelve leagues in length. It separates Europe from Asia; but is in some places not wider than 3 or 400 fathoms. In other places it is 1,500 or 2,000 fathoms. At what may be considered as the mouth of it, next the Archipelago, are two forts on the opposite shores, distant about 1,500 fathoms; so that they can hardly be said to protect the passage. But, about three leagues within the strait is a kind of promontory projecting into the passage, and narrowing it to about 400 fathoms. On each side of this narrow stands a castle. These are the Dardanelles: their cannon completely command the opposite shores: and very heavy pieces are mounted in them. These were for a long time the only

defences of Constantinople by water. Above this narrow, the passage winds, and shortly forms another constriction, hardly so wide as the former. This is also now defended by forts. This being passed, the strait widens; but is again contracted before it enters the sea of Marmora, which is of considerable width, and at the bottom of which Constantinople is situated, without any other impediment to the approach of vessels.

It may easily be conceived that the batteries and forts mentioned, if well served, would be sufficient to defend a passage, which, whatever ship should attempt to force it, would be exposed to their fire when advancing, when alongside, and when passed; in fact, in all directions: nevertheless, we must add the mention of another impediment of the greatest consideration, to those who attempt to enter from the Archipelago; for the waters of the Black Sea pouring through this narrow gullet into the Mediterranean, form a current so powerful and so steady, that ships, without a favourable wind, can hardly stem it with all their sails set: and even with the wind in their favour, the pilotage requires skilful management. This is a grand obstacle to the navigation of this strait, as the currents are sometimes truly violent. The direction of these currents must regulate the steerage of the vessel sailing against them; but this inevitably exposes the vessel to the fire of the forts. And it needs no remark, that a vessel with all her sails set, is an object not easily missed in such a contracted space.

The Dardanelles are ancient fortifications; but the batteries on the headland called the Barber's Point, and those on the opposite shore, were constructed by Baron de Tott, in the year 1770. He also built others on another headland, called the Mill Point, nearer to the Dardanelles, on the European shore. These were visited and augmented by Major (now Sir Charles) Holloway, and Major Hope, the engineers who accompanied General Koehler on the mission sent to assist the Turks against the French, when they were in possession of Egypt. Having been favoured with the perusal of private journals kept during the whole of that mission, we have had an opportunity of knowing that the British officers did not think De Tott's constructions were very capital works; for they made several alterations in them, enlarged them, and added very considerably to their strength and importance. They mounted a number of heavy guns, and directed a general course of repairs, which, after all, however, were only executed *a la Turque.* The Baron, indeed, tells us that he made his batteries twenty-two feet thick: but he also informs us that the plague sometimes

carried off twenty of his labourers in a day—is it surprising that his works were imperfectly executed? The battery at Mill Point was finished by a private Turk, whose patriotic spirit considered his expenses and labour as a work of merit.—The whole of the works opposed to an enemy an uninterrupted fire for the entire space of seven leagues.

The Baron gives the following account of a part of the defence:—

On the side of the castle the Turks had placed an enormous piece of ordnance, which would carry a marble ball of eleven hundred pounds weight. This piece, cast in brass, in the reign of Amurath, was composed of two parts, joined together by a screw, where the charge is contained, after the manner of an English pistol. It may be supposed that, as its breech rested against a massy stone work, it had been placed, by the means of large levers, under a small arch, which served as an embrasure. I could not make use of this enormous cannon in the outworks; and, as they were disposed in such a manner as to prevent its being fired, the Turks murmured at my paying so little regard to a piece of artillery, which, no doubt, had not its equal in the universe.

The Pacha made some remonstrances to me on that head. He agreed, with me, that the difficulty of charging it would not allow, in case of an attack, to fire it more than once; but, he urged this single discharge would be so destructive, and reach so far, that no one entertained a doubt but it would be alone sufficient to destroy the whole fleet of the enemy. It was easier for me to give way to this prejudice than overthrow it, and, without changing my plan of defence, I could, by cutting through the epaulment, in the direction of this piece, allow it room to be fired; but I was willing first to judge of its effect.

The crowd about me trembled at this proposal; and the oldest among them asserted, there was a tradition that this piece, which had never yet been discharged, would occasion such a shock, as must overturn the castle and the city. It was, indeed, possible it might shake some stones out of the wall, but I assured them they would not be regretted by the Grand Seignior; and that the direction of this piece would not allow me to imagine the city would suffer by the explosion.

Never certainly had any cannon so formidable a reputation. Friends and enemies were alike to suffer from its fury. A month had now elapsed since it was determined to load this piece of artillery, which required no less than three hundred and thirty pounds weight of powder; and I sent to the head engineer to pre-

pare a priming. All who heard me give this order immediately disappeared, to avoid the predicted danger. The Pacha himself was about to retreat, and it was with the utmost difficulty I persuaded him that he ran no risk, in a small kïosk, near the corner of the castle; from whence he might, notwithstanding, observe the effects of the ball.

Having succeeded in this, nothing remained but to inspire the engineer with courage; who, though he was the only one who had not fled, shewed no great resolution in the remonstrances he made to excite my pity; I at last rather silenced than animated him, by promising to expose myself to the same danger. I took my station on the stone work, behind the cannon, and felt a shock like that of an earthquake. At the distance of three hundred fathoms I saw the ball divide into three pieces, and these fragments of a rock crossed the strait, rebounded on the opposite mountain, and left the surface of the sea all in a foam through the whole breadth of the Channel. This experiment, by dissipating the chimerical fears of the people, the Pacha, and the engineers, proved to me likewise the terrible effects of such a ball; and I cut through the epaulment in the direction of the piece.

The defences of the Dardanelles consist of forts, in pairs. The first pair is at the mouth; on the European side, the fort of Setilbar Kalessi; on the Asiatic side, the Sand Castle, Koum Kale: both these were built by Baron de Tott.

A second pair of forts, or rather batteries, are constructed to defend a very narrow part of this strait.

The third pair of forts are the castles of the Dardanelles, usually called the Old Castles; and distinguished as being the Dardanelles of Europe, or Dardanelles of Asia.

Where the strait, after widening, shews another narrow passage, are two forts also: that on the European side is adjacent to the village of Gallipoli, and commands the best, if not the only anchorage in the passage.

The Dardanelles of Asia are called by the Turks Soultaine Kalessi. The little town which adjoins this castle is almost entirely peopled by Jews, who to the profits of an extensive commerce unite also those of a very lucrative commission, by rendering themselves necessary to the vessels of every nation which are obliged to stop here, in order to be visited, and to produce their firmans.

Above the Soultaine Kalessi is a promontory which girts almost the coast of Asia, projects into the canal, and seems to close this entry of it towards the sea of Marmora. The Turks call it

Nagara Bouroud. Some ruins are still visible on it, which I suppose must be those of the ancient Abydus, since the distance between the Barber's Point and Nagara is exactly that assigned by Strabo to the interval between Dardanus and Abydus.

Opposite Abydus, on the European coast, is Ak Bachi Liman (port of the white head) the ancient Sestus. Strabo relates that Xerxes threw a bridge across the Hellespont from between Sestus and Abydus, for the passage of his army. One end of this bridge abutted on the shore above Abydus, towards the Propontis, the other below Sestus, towards the Ægean Sea.

The courageous enterprise of Leander, which gave occasion to the charming poem of Musæus, and has furnished, during many ages, a subject to the poetical talents of heroic authors, has in it nothing wonderful to the inhabitants of the Dardanelles. They have seen, but lately, a young Jew cross this strait in the very same place and manner, to obtain the hand of his mistress of the same nation, who had consented to marry him on those terms.

Strabo says that the Cynosême, or tomb of Hecuba, was opposite the mouth of the Rhodius, on the opposite bank of the Hellespont: it occupied, without doubt, the spot where now stands the European castle, a castle called by the Turks Kelidir Bahar (the padlock of the sea); as Euripides formerly called the Bosphorus the key of the Pontus Euxinus.

One of the two promontories which terminate the Thracian Chersonesus, and forms one side of the Hellespont, still retains the name of Helles, or Eles Bouroun (Cape Eles); not far from it is the city of Eleus.

Not far from the mouth of the Dardanelles is the small island of Tenedos, above which is good anchorage for large ships. Any fleet riding here has the command of the straits.

The depth of water in the Propontis diminishes gradually, as appears from the lakes a little south of Constantinople, now called Kutchuk Tcheknudge (little bridge), and Borouk Tcheknudge (great bridge), which formerly were gulfs of the Propontis: the same is observed in the Euxine. The island of Cyzicus is now a peninsula, and the neck of land which unites it to the main land is inhabited. The lake of Nicea also proves the fact.—Lit. Panorama.

CORRESPONDENCE.

MR. EDITOR,

THE following authentic narrative contains an additional charge of unprovoked cruelty committed by a Spanish officer on a British subject, in the memorable year 1790:—

Captain James M'Donald, commander of the ship Trelawney Planter, sailed from Martha Brae, Jamaica, on the 21st of July last, bound for London, with orders from his owners to join the convoy to windward of Port Anthony, if practicable, by the 23d of that month. After beating to windward for 24 hours, and the ship gaining no ground, the wind at the same time blowing very strong, and the current adverse, Captain M'Donald, with the advice of his officers, thought it prudent to bear away for the passage through the gulf of Florida, which is the usual passage of loaded ships from Jamaica, particularly from the leeward parts of the island.

Nothing material happened till the 5th of August, at 4 P.M. when the man at the mast-head discovered a fleet astern; which proved to be a Spanish convoy, consisting of about twelve sail. Captain M'Donald then hoisted his colours at the mizen-top-mast head, and kept them flying near two hours, but was never answered by the Spanish man of war, or any of the merchant ships, which is the usual compliment expected on such occasions.

On the 7th of August, the Spanish convoy still in sight, about a league to windward, drifting together with the gulf stream along the Florida shore; at 3 P.M. having all the small sails set, and a light breeze, sailing faster than any of the Spanish merchant ships; got to windward, and passed on a-head of the whole Spanish convoy. At six Captain M'Donald observed the frigate making more sail, and seeing no ship a-head, conceived she might wish to speak to him, and thought it prudent to back his mizen-top-sail to allow her to come easily up with him.

It is the custom, even in time of war, when one ship chases another, and wishes to bring her to, to fire a gun to leeward; if that has not the desired effect, to fire a shot athwart her fore-foot; when, if she does not shew shorter sail, the other consider themselves at liberty to fire a broadside into her, or take any other steps in their power to bring her to. In the present case, when

Captain M'Donald was lying with his mizen-top-sail to the mast, and not running from the frigate, she came close under his lee quarter, (within half a ship's length) and, without hailing, wantonly fired two shot athwart the Trelawney Planter's stern, so close that it made all her cabin windows rattle, and very nearly struck her.

As soon as Captain M'Donald had brought his ship to, they hailed, (in Spanish) ordering him to hoist out his boat immediately and come on board; to which Captain M'Donald replied, it was impossible to hoist out his long-boat, as it was night, and he but weakly manned, and the pumps requiring constant attendance: that, however, he would keep close under the frigate's stern till next morning, and then hoist out his boat and come on board, if practicable. The reply was, that unless he hoisted out his boat and came on board instantly, he would pour in a broadside and sink the ship.

This happened between seven and eight o'clock in the evening; and Captain M'Donald was obliged to comply. When he arrived on board the frigate, he was ordered into the cabin, where he found her commander, who began immediately to abuse him in Spanish, for not hoisting out his boat and coming on board agreeably to his orders, telling Captain M'Donald, that he had no right to navigate in those seas, as they belonged to the King of Spain, his master.

Captain M'Donald very justly replied, that those seas were as free to him, a British subject, as to the Spaniards: for they were then out of soundings, and one side (the Bahama islands) belonged to the King of Great Britain, the other (the Florida shore) to the King of Spain.

Captain M'Donald was now ordered on the quarter deck, where he was confined all night between two guns. About six o'clock in the morning the frigate's boat was manned with two officers and 17 men, and sent on board the Trelawney Planter, taking a Spanish negro with them who spoke English, as an interpreter. On their arrival on board the ship, the Spanish officers took the charge of her from the mate, who, together with the seamen, now considered themselves as certainly captured.

The Spanish officers and seamen then rummaged the ship, searching every place they could get at; taking, however, nothing from the ship but four more of her crew, whom they detained near an hour on board the frigate, then ordered them back, with instructions to return with the boat, on the first signal being mad from the frigate, which was complied with.

Prior to this, Captain M'Donald was carried by the commander of the frigate, from the place where he had been confined all night, forward to the forecastle, under a guard of marines, at which place there were two large pieces of timber, each about fourteen feet long, and six inches thick where they joined; having places made in them for the neck and legs, with a hinge at one end, and a clasp and padlock at the other. The Spanish commander then ordered Captain M'Donald to be stripped of his coat, waistcoat, neckcloth, and hat; after that was done, he was laid on his back on the deck, and his neck put into the case of timber, which, by the thickness of the lower piece of wood, raised his head about six inches from the deck near the foremast, and his feet to the lee gunwale of the frigate, sailing on the starboard tack, and the sun (which was extremely hot) shining direct in his face.

As soon as Captain M'Donald observed the intention of the Spanish commander, and previous to his being thus confined, he laid open his breast, and requested the commander would order his marines to shoot him, rather than offer such an indignity to the master of a British ship, by confining him in a situation so shocking and disgraceful to humanity; but without effect.

Captain M'Donald was kept in the above state of confinement about three hours and a half, enduring the most excruciating pain, as the place where his neck and shoulders were confined was so small, that he was nearly strangled, and the upper piece of timber pressing hard upon his breast, he could only breathe with great difficulty; his body, being also raised the thickness of the lowest piece of timber off the deck, was extremely painful to him, and he must inevitably have perished under such a complication of torture, had it not been for the humanity of some of the Spanish sailors, who perceiving the pain he was in, took frequent opportunities of relieving him, when their officers were not in that part of the ship. In this state Captain M'Donald was kept till past eleven o'clock in the forenoon, when it appearing he could not much longer survive under the torments he suffered, an officer came forward, and ordered his neck and shoulders to be released, and his legs confined, in consequence of which the stocks were unlocked, and his orders obeyed. This confinement, though bad enough, was a paradise compared with the last; and Captain M'Donald now recovered by degrees his strength and recollection, which had nearly abandoned him. In this situation he remained till about twelve o'clock, when the frigate made the signal for the Trelawney Planter's boat to come alongside, which being complied

with, Captain M'Donald was released and conducted into the cabin, so very weak that he could scarcely creep along. Here the commander of the frigate was at dinner with his officers, and Captain M'Donald was again interrogated where he was bound to, what course he intended to take, &c. for his papers had neither been looked at, nor even inquired for, although he had taken them on board in his pocket for the purpose of being examined. Captain M'Donald replied to the commander, and complaining of his inhuman treatment, informed him that he intended making the best of his way for the English channel, if he was allowed to depart. The Spanish commander then ordered him away, saying, if he caught him near his convoy, he would carry him to Old Spain. Captain M'Donald answered, that he might act in that respect as he pleased, for he was now in his power, but he certainly would not use him worse than he had already done.

Before Captain M'Donald's departure, he requested to know the name of the frigate, and who commanded her; which the Spanish captain peremptorily refused: but whilst under confinement he understood from a Spanish negro, belonging to the frigate, who spoke English, that the frigate was a King's ship, of 36 guns, called the Roussillion, commanded by Don Francisco Vidal; that there were two register ships in company, with money on board, and about twelve sail of merchant ships: that they had been from the Havanna only four or five days, and came from thence in company with twenty sail of vessels, but some of them had parted company.

At one P.M. Sunday, the 8th of August, 1790, Captain M'Donald parted company with the Spanish convoy, lat. 28° 38', long. 79°, and arrived in London without further accident, on the 19th of September following.

INQUIRY RELATIVE TO THE FRENCH NAVAL COMMANDER, COUNT KRERGAROU.

MR. EDITOR,

THE perusal of your very interesting memoir of that brave and spirited officer, Admiral Russell, has recalled to my mind some indistinct ideas respecting his antagonist, Count Krergarou.

That nobleman was *twice* taken by the English. I am without dates; but, from the circumstances of the case, his capture, by Captain Russell, must evidently have been the *second* time that he was destined to yield to English superiority.

Whilst a prisoner in England, Count Krergarou conceived a *tendresse* for a young lady, whose family and connexions were highly respectable. He made a formal application to her father, for permission to address the object of his affection; a request which was refused, somewhat rudely perhaps, by a declaration from the old gentleman, *that his daughter should never marry an enemy to his country.*

Much chagrined at this treatment, the Count afterwards vowed, *that he would never again be taken prisoner by the people of a country in which he had met with so illiberal a repulse.*

This circumstance—though it can form no apology for his fighting under false colours—may in some measure account for the obstinacy of his defence in la Sybille.

If any of your Correspondents, Mr. Editor, should be able to throw additional light upon the subject, by fixing the date of Count Krergarou's former capture, and by whom; by pointing out the family alluded to; or by ascertaining whether the Count be yet living; it would be a curious, and an amusing, if not an important, illustration of your memoir of Admiral Russell.

I am, &c. C. D. L.

Journal of the Proceedings of a Squadron of his Majesty's Ships, under the Command of Sir JOHN JERVIS, *K.B. employed in conjunction with a Body of Troops, under the Command of Sir* CHARLES GREY, *K.B. to reduce the French Colonies in the Leeward Islands,* 1794 *and* 1795.

[From the MSS. of a Naval Officer.]

[*Concluded from Vol. XVII. page* 479.]

AT Fort Royal, during the siege of Fort Bourbon, several courts martial were assembled on board the Vengeance, Commodore Thompson; some on subjects of small moment, but others on crimes of a very serious nature: doubts arose about the legality of those courts; as none were summoned to sit, or did attend to take their seats, but the captains of such ships as were at Fort Royal; which were the Vengeance, the Irresistible, the Boyne, the Veteran, and the Asia; the commodore being president. But the objections were overruled: and, as little doubt was made that the strictest justice would attend the decisions of the court (though not composed strictly according to law), and as the exigencies of the service would have made it very unwise to

call from their duties the captains of the different ships, who were detached from the flag, (though in sight at Cul de Sac, Cohè, and at Case Navire) the courts were holden without farther delay.

I myself cannot help thinking, that according to the meaning and interest of the statutes, the captains of those ships that were in sight at Case Navire, and the Cul de Sac de Cohè, should have attended. First they did not form (what is meant, in the articles of war, by the word detachments) any separate and distinct command, being within sight; and the admiral clearly did not understand or mean that they should be separated from him and his command, having frequently made their signals from the Boyne, which they repeated and answered, as they might very well, being within four or five miles of the flag. If ships in such a situation form detachments, the admiral has the power of *packing* a court martial whenever it pleases him; and I do not understand what is meant by the articles of war, which strictly limit the numbers, and point out the proper people who shall absolutely form such courts, and which seem intentionally to provide in such cases against the abuse of power which an admiral might assume, of forming courts martial of his own creatures and dependants only.

The articles say, that all the thirteen senior captains shall assist, and compose the court—the thirteen senior captains then present.—And now this brings to my memory an irregularity in the conduct of the commander in chief, which I always thought very unwarrantable; though, in the midst of service, and till it was wholly fulfilled, I, as one concerned, did not choose to take notice of it: as, if any thing had happened to have rendered us unsuccessful in our attempts upon these islands, I know on such occasions the commanders are always ready to catch at any, the most trifling circumstances, to throw the blame of their own misconduct upon any one they find in their way. . . . . A broad pendant was given to Captain Rogers at Case Navire, which was kept flying during the siege, in sight of the whole fleet; half of which were senior captains to him. . . . .

But to proceed to other subjects. When sailors are ordered upon this kind of service with the army, it would be proper, as already hinted, to have a very different species of slops issued to them, consisting chiefly of flannels, which in hot, as well as cold climates, are absolutely necessary. Flannel shirts, as well as drawers, worsted stockings, and strong coarse blue jackets, are the only clothing fitted for the nature of their service. I myself wore thick flannel in the midst of all the heats, and during the whole campaign on shore, as well as on board, and found that

with it I could endure the greatest fatigue. I never found it immoderately hot, nor experienced any inconvenience from the flannel: on the contrary, I am convinced, that I was preserved by it from colds and fevers. Long marches in the heat of the day in a broiling sun never affected me; the flannel prevented the violent perspiration from being checked, and kept it up amidst dews and rains.

Our sailors were provided with flannel sheets, but unluckily they had only one each—a change would have been very necessary, and is almost indispensable.

*** This was written before the rainy season set in, which destroyed such numbers in despite of all precautions.

MARINE DESIGNS, NAVAL PORTRAITS, &c.

IN THE

EXHIBITION OF THE ROYAL ACADEMY,

M,DCCC,VII.

THE THIRTY-NINTH.

Επαμεροι. τι δε τις; τι δ' ουτις;
Σκιας οναρ ανθρωποι. Αλλ' ὁταν τεχνα
Διοσδοτος ελθῃ,
Δαμπρον επεστι φεγγος ανδρων,
Και μειλιχος αιων.

Πινδαρ. Πυθ. Η.

R. A. *Royal Academician.* A. *Associate.* H. *Honorary.*

A MISSIONARY of the United Brethren conversing with the Esquimeaux: Scene in the Terra Labrador, month of June; with a distant view of Nain. *Miss Spilsbury.*

View of the British fleet, commanded by Lord Nelson, and of the combined fleets of France and Spain, as they appeared at the close of the battle of Trafalgar, October 21, 1805. Taken from the north-east. *N. Pocock.*

A sea storm, an Italian scene, with a ship making signal for a pilot. *P. J. De Loutherbourg,* R. A.

Neptune's Grotto, contiguous to Tivoli; and at a considerable depth amongst rocks of immense magnitude, is situated this cavern, from which issues the Anio, after disappearing for some time under ground. *R. Freebairn.*

The Wizard. *J. J. Halls.*

" 'Tis thine to sing how, framing hideous spells,
In Sky's lone isle the gifted wizard sits,
And points the fated bark his destin'd prey."
Collins's Ode on the Superstitions of Scotland.

Sketch on the Thames. *C. Town.*
Portrait of Lord Nelson. *A. W. Devis.*
Portrait of Earl St. Vincent. *Sir W. Beechy*, R. A.
View on the Thames. *E. Childe.*
Portrait of Captain Hancock, royal navy. *H. Howard*, A.
A coast scene. *A. W. Callcott.* A.
Wyndandermere ferry. *J. Caulton.*
Keswick lake. *Sir G. Beaumont*, H.
Pembroke castle, looking towards Milford Haven.
P. Sandby, R. A.
Keswick lake. *J. Constable.*
A gale of wind, with a brig making for the port.
Rev. C. A. Moysey, H.
A fleet collecting after a storm. *R. B. Hoppner*, H.
A water-mill near Hanwell. *Miss H. Gouldsmith*, H.
Light-house and entrance to Ramsgate harbour. *W. Pickett.*
An effect on the sea-shore at Aldborough, Suffolk. *G. Arnold.*
Portrait of Miss H. Nelson. *J. Pocock.*
Sailors disputing on naval tactics. *G. Arnold.*
A view of the old, or St. George's dock, at Liverpool.
J. T. Serres.
A fisherman of Scotland. *T. Thomson.*
Sun rising through vapour; fishermen cleaning and selling fish.
J. M. W. Turner, R. A.
Fishermen coming a-shore. *G. Arnold.*
The ferry at Twickenham: Moonlight. *W. Marlow.*
A gale: Ship coming to anchor; boats going off.
R. B. Hoppner, H.

View of the British squadron, under Rear-Admiral Sir H. Nelson, K. B. at the commencement of his attack on that of the French, as it lay moored in line of battle in the bay of Aboukir, on the 1st of August, 1798. *N. Pocock.*

The sketch of a monument for perpetuating the memory of the late Lord Nelson. *B. West*, R. A.

His Majesty, on the 10th of Dec. 1805, having signified his commands to the Royal Academy, by his secretary of state, the Right Hon. Lord Hawkesbury, for the members of that body to

consider the best mode of perpetuating the memory of Lord Nelson: in obedience to that command this design was made, composed of the three branches of art which constitute the Academy: Painting being best calculated, by its powers of combining imagery, to give allegorical figures their full effect, and to form a composition expressive of Lord Nelson's nautical achievements, and the immortality of his greatness.—The leading point in the picture represents Victory presenting the dead body of the hero to Britannia, after the battle of Trafalgar, from the arms of Neptune, with the trident of his dominions. Britannia sits in shaded gloom, as expressive of that deep regret which overwhelmed the united kingdom at the loss of so distinguished a character. In the other parts of the picture are seen the concomitant events of his life, and the sons and daughters of the union preparing the mournful sable to his memory. The winged boys around his body are figurative, that the influence of his genius still exists.—The sculptured part of this design is best calculated to give the sepulchre its appropriate character; it is a plain stone of considerable magnitude, and of a double cube in form, without ornaments or inscription, except the honoured name of Nelson, encircled with the emblem of eternity. The supporters of this honoured stone, on the right, are a group of British seamen, as seen when opposed to the enemy in battle, inspired by the genius of Nelson, and ready to defend their country's cause: on the left, another group, composed of marines from the three nations which now form the united kingdom, reflecting, and participating with their country, in the loss of so great a commander. Architecture, ever denoting civilization, has inscribed on its frize the honours which parliament decreed to the family of Nelson; over which is the tablet, containing the number of battles he had been in, and terminated by his crest, surrounding which are the insignia of Victory and Virtue, and the spoils of the vanquished enemy, with the hulks of the San Josef and San Nicolas, which Lord Nelson boarded and captured. The columns rising from the base, on which are the prows of British men of war, are figurative of that glorious immortality which the general design of this sketch of a monument exhibits.

The model for the monument which is to be executed for perpetuating the memory of Lord Nelson, having been decided on by the Committee of Taste, Mr. West, after making this design, painted this picture, to accompany his other works on the subject of Lord Nelson's victories.

Portrait of Sir Samuel Hood. *J. Hoppner*, R. A.

Lord Nelson, when second lieutenant of the Lowestoffe frigate, Captain Locker, going to take possession of an American letter of marque, during a strong gale of wind, and a heavy sea, the first lieutenant having returned, and declared it impracticable. *R. Westall*, R. A.

Lord Nelson, when commanding the Captain, of 74 guns, with a broad pendant, R. W. Miller, Esq. commander, in the action off Cape St. Vincent, February 14, 1797, receiving the sword of the dying Spanish commodore, after having boarded the San Nicolas, followed by Lieut. Berry, and Capt. Pearson: they immediately after boarded and took the San Josef. *R. Westall*, R. A.

Part of the broken tower of Conway-castle, with a ballad-singer relating the doleful end of Gellert to the Welch neighbours. *P. J. De Loutherbourg*, R. A.

The immortality of Nelson. *B. West*, R. A.

Rear-Admiral Nelson, when in his barge, with its usual complement of men, during the blockade of Cadiz, July 3, 1797, attacking a Spanish launch, with 30 men, which, after a severe conflict, he succeeded in carrying. On this occasion Capt. Freemantle nobly supported the admiral; and his cockswain, John Sykes, repeatedly saved his life. *R. Westall*, R. A.

Admiral Sir Horatio Nelson in the act of landing on the mole of Teneriffe, in July, 1797, dangerously wounded by a cannon-shot in his right arm, which was afterwards amputated. Upon this occasion, his life was saved by the attention and presence of mind of his son-in-law, now Capt. Nesbit. Owing to the absence of this gentleman, his portrait is left unfinished. *R. Westall*, R. A.

Portrait of the Earl of Northesk. *T. Phillips*, A.

Representation of the situation of the British fleet under the command of Lord Nelson, and of the combined fleets of France and Spain, at the close of the battle of Trafalgar, October 21, 1805, taken from the south-east. *N. Pocock.*

A calm. *T. Thomson.*

Scene on the old Brent river: Cattle watering. *C. Cranmer, jun.*

ANTI-ROOM.

Embarkation of troops. *J. A. Atkinson.*

Melrose Abbey, on the river Tweed; Melrose-bridge, and the Pavilion, the seat of the Right Hon. Lord Somerville: in the distance the Selkirkshire hills. *J. Ward.*

View on the water of Leith. *P. Gibson.*

Greenwich hospital, towards the river. *Rev. W. H. Carr*, H.

A Dutch boat getting under weigh in a squall of wind and rain; a ship of the line at anchor, and other vessels in the offing. *J. T. Serres.*

Andromeda—Love whispering consolation in despair. *S. Williams.*

The fisherman's hut. *G. Jones.*

The shipwreck. *T. Whitcombe.*

Littleden tower, on the Tweed; Merton, the seat of Hugh Scott, Esq. and the Eildon hills, at the foot of which stands Melrose. *J. Ward.*

A boat leaving the shore. *F. Sartorius.*

COUNCIL-ROOM.

Conway castle, Caernarvonshire. *J. De Fleury.*

View on the river Plym, Devon. *J. H. Williams.*

View in the Erme, above Ivy bridge, Devon. *J. H. Williams.*

High Force Cataract; a fall of the river Tees. *G. F. Robson.*

View of Rochester castle, bridge, and part of the town. *W. Pickett.*

The disconsolate sailor. *G. Clint.*

"A handkerchief held all the treasure I had."

A gentle breeze. *H. Morton*, H.

Scene in the Gill, near Ambleside. *G. Arnold.*

"Nor can the tortur'd wave here find repose;
But raging still amidst the shaggy rocks,
Aslant the hollow channel rapid darts;
And falling fast from gradual slope to slope,
With wild infracted course and lessen'd roar,
It gains a safer bed." *Thomson's Summer.*

Hazy morning on the coast of Kent. *J. Laporte.*

Boats in a heavy sea. *J. Owen.*

An officer's lady, imagining she has descried the ship in which she expects the arrival of her husband. *J. R. Smith.*

Shipping: A fresh breeze. *G. Webster.*

A cutter bearing up. *T. Thomson.*

Santa Maria, on the road to Naples, with a distant view of Vesuvius and the bay. *J. E. H. Robinson.*

Unlading the cargo of the brig George, 180 tons, laden with iron, hemp, &c. stranded on the coast near Deal, in the dreadful gale on the 18th and 19th February, 1807. *J. S. Hayward*, H.

A view from Brighton beach. *J. Emery*, H.

The wreck. *H. Ashby.*

A view of Drogheda, and the river Boyne, Ireland. *Miss F. Reinagle.*

Sea piece. *C. M. Powell.*

Portrait of Lord Nelson. *C. Hayter.*

ANTIQUE ACADEMY.

The attack on the Danish line of defence and batteries off Copenhagen, by the British squadron under the command of Vice-Admiral Lord Nelson; in which battle the whole were taken or destroyed, April 2, 1801. *N. Pocock.*

Embarkation of Rosabella from castle Ravensheuch.—Vide Scott's Lay of the last Minstrel. *A Lady*, H.

View on the coast of Corsica. *W. Marlow.*

His Majesty's ship Temeraire, Sir E. Harvey, Bart. commander, boarded on each side by the Fogeux and Redoutable, both of which ships she engaged and captured in the battle of Trafalgar, October 21, 1805. *N. Pocock.*

Market boat on the Bolton Canal. *W. M. Craig.*

Portrait of Lord Cochrane. *P. E. Stroehling.*

Portrait of Sir T. Hardy, Bart. *M. Brown.*

A scene on Derwentwater, Cumberland. *E. Dorrell.*

Palemon and Arion.—Vide Falconer's Shipwreck, canto iii. J. *Fittler*, A. E.

Fishermen. *J. A. Atkinson.*

View on the coast of Hants. *J. Henderson*, H.

Maentwrog bridge, Merionethshire. *J. P. Neale.*

A view on the Wye, near Tintern, Monmouthshire. *J. Woollett*, H.

LIBRARY.

A beach view on the coast of France, in the environs of Boulogne. *R. Dodd.*

Buying fish. *G. Slous.*

Pilots mooring their boats, with a view of Dover castle from the beach. *R. Dodd.*

View of the Victory, in the gale that succeeded the battle of Trafalgar, disabled, and in tow by the Polyphemus. *R. Dodd.*

Fall of the Clyde. *J. Wilson,*

Landscape: Purfleet up Thames. *T. Walker.*

Lord Nelson's ship, Victory, leading the van into action, on the 21st October, 1805, with the Temeraire in her wake; and the Neptune, Captain Freemantle, bearing up to engage the Santissima Trinidada. *R. Dodd.*

A view on the north shore at Liverpool, looking towards the entrance of the river Mersey. *J. T. Serres.*

View on the Dee, near Llangollen, North Wales. *E. Goodwin.*

W. J. Bennett, Invent. & sculpt.

Published 3d July, 1807, by J Gold, 103, Shoe Lane, Fleet St.

New Mole, Gibraltar.

View of Broadstairs, Isle of Thanet. *W. Pickett.*
A sea coast: Storm and figures. *T. Highton.*
Grasmere lake. *R. Manners*, H.
Portrait of Mr. R. S. Barnard, of his Majesty's ship Dragon. *E. Hastings.*
Enamel of the late Lord Viscount Nelson. *W. Grimaldi.*
Thetis and Achilles, from Mr. West, enamel, on China. *T. Baxter.*
View of the lake of Wyborn, with the summit of Skiddaw in the distance. *M. Chamberlain.*

MODEL ACADEMY.

Elevation of a bridge to cross the river Thames, near Vauxhall. *R. Dodd.*
View at Blackwall. *J. Chisholme.*
Design for a boat-house. *J. Purser, jun.*
Design for a naval pillar. *J. Williams.*
Design for a commemorative pillar. *J. B. Gardiner.*
Monument to the memory of Lord Nelson, intended for Guildhall. *H. Hopper.*
A sketch for the monument of the late Admiral Lord Nelson. *Hon. A. S. Damer*, H.
View at Blackwall. *J. Chisholme.*
Design for a monument to Lord Nelson. *G. Horwell.*
Design for a cenotaph, to the memory of Admiral Lord Nelson. *J. Randall.*
A mausoleum, intended to commemorate naval achievements. *M. Thomas.*
Cenotaph, erecting on Portsdown hill, to the memory of the late Lord Nelson, by the officers, seamen, and marines, of the fleet under his command at the battle of Trafalgar. *J. T. Groves.*
Design for a naval monumental obelisk. *J. Baber.*
Bust of Earl St. Vincent. *G. Garrard*, A.
Design of Lord Nelson, for Liverpool, in tura cotta. *C. Rossi*, R. A.

PLATE CCXXXVI.

NEW MOLE, GIBRALTAR.

THIS view is taken from the north looking towards Europa Point. It is one of the three landing places belonging to the Rock, from whence it proceeds in a westward

direction, in length about three hundred feet. From its contiguity to the dock-yard it is extremely convenient for landing and shipping naval stores of all kinds, and likewise for landing those things necessary for the garrison, as there are several magazines very near. The distance of this place from the northern extremity is about a mile and three quarters, and from Europa Point, which is the southern extremity, one mile and a quarter. In this mole ships of war and vessels of great burthen can lie in safety from the south-west gales that sometimes blow, bringing a heavy sea into the bay, which has occasioned the destruction of much property, by driving many valuable ships ashore; indeed not more than three years since nearly twenty vessels of different descriptions were wrecked under the battery walls of Gibraltar.

In the fore part of this view are English gun-boats, and a Spanish market vessel is introduced: in the distance the Barbary coast is seen, with a ship entering the bay.

It lies in lat. 36° 7′ north.*

CORRECT RELATION OF SHIPWRECKS.

[Continued from Vol. XVII. page 489.]

No. XVIII.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF THE SIDNEY.

THE following letter, containing an account of the loss of the Sidney, and of the subsequent preservation of the greater part of her crew, is copied from an Indian paper, called *The Asiatic Mirror*:—

* In our fourth volume, page 380, is a view of Gibraltar, taken from the westward, with the fleet under the command of Admiral Sir George Rooke, standing into the bay; to which is subjoined an historical and topographical account of the place. The engraving is from a drawing by Mr. Pocock.—In our tenth volume, page 371, is a plate, descriptive of the siege of Gibraltar, with an account of that event annexed.

SIR, *Calcutta, October* 14, 1806.

The Sidney left Port Jackson on the 12th of April, 1806, bound to Bengal. Intending to proceed through Dampier's Straits, her course was directed as nearly as possible in the track of Captain Hogan, of the Cornwallis, which, as laid down in the charts, appears a clear safe passage. On the 20th of May, at one A.M. in lat. 3° 20′ south, long. 146° 50′ east, we ran upon a most dangerous rock or shoal; and as this reef is not noticed in any map or chart, it appears that we were its unfortunate discoverers.

On Sunday, over the taffrail, we found 25 fathoms water; over the larboard gangway six fathoms; on the starboard side only nine feet; and over the bows twelve feet. One of the boats was immediately got out, with a bower anchor; but on sounding ten fathoms distance from the ship, found no ground at sixty fathoms.

It must have been high water when we struck; for at that time there was no appearance of any reef or breaker; but as the water subsided, the shoal began to shew itself with a number of small black rocks. The ship had been striking very hard, and began to sue forward. At three A.M. there were six feet water in the hold, and increasing rapidly; at five o'clock the ship was setting aft, and her top sides parting from the floor-heads.

Upon consultation with my officers, it was the unanimous opinion, that the ship was irrecoverably gone, and that no exertions could avail for her safety. We therefore employed all hands in getting the boats ready to receive the crew, 108 in number. Eight bags of rice, six casks of water, and a small quantity of salted beef and pork, were put in the long-boat, as provisions for the whole. We were prevented taking a large stock, as, from the number of people, the three boats were barely sufficient to receive the whole with safety.

We remained with the Sidney till five P.M. on the 21st of May, when there were three feet water on the orlop deck; we now thought it full time to leave the ship to her fate, and to seek our safety in the boats. Accordingly I embarked in the long-boat, with Mr. Trounce, second officer, and 74 Lascars; Mr. Robson, first officer, and Stalkart, third, with 16 Lascars, were in the cutter; and the jolly boat was allotted to 15 Dutch Malays and one Sepoy.

Being desirous to ascertain the position of the reef, by making the Admiralty islands, shaped our course accordingly, steering N. by E. half E. During the night it blew fresh, and the long-boat making much water, we were obliged to lighten her, by

throwing overboard a great deal of lumber, and two casks of water. The three boats kept close in company, the long-boat having the jolly-boat in tow. Finding at day-light that the cutter sailed considerably better, I directed Mr. Robson to take the jolly-boat in tow. The wind increased as the morning advanced, and a heavy swell rising, at 10 A. M. the jolly boat sunk, while in tow by the cutter, and all on board, to the number of 16, unfortunately perished. It was lamentable to witness the fate of these unhappy men, and the more so, as it was not in our power to render them the smallest assistance.

At noon on the 22d we saw the Admiralty islands, bearing N.N.E. distant three or four leagues, and as we had run about 58 miles in the boats, upon a N. by E. half E. course, the situation of the shoal, on which the Sidney struck, was accurately ascertained, and will be found as above laid down.

From the Admiralty islands we continued standing to the westward; and on the 25th made a small island: we stood towards it, and from its appearance I was induced to land, in the hope of obtaining a supply of water. Mr. Robson, myself, and 20 of the best of our hands, armed with heavy clubs, brought from New Caledonia, our fire arms being rendered useless from exposure to heavy rains, approached in the cutter, and landed through a heavy surf, to the utmost astonishment of the inhabitants, who, as far as we could judge from appearance, had certainly never before seen people of our complexion. The men were tall and well made, wearing their hair plaited and raised above the head—they had no appearance of Malays, nor of Caffrees; and, excepting their colour, which was of a light copper, they had the form and features of the natives of Europe; they were entirely naked. We saw a number of women, who were well formed, with mild pleasing features.

We were received on the beach by about 20 or 30 of the natives, who immediately supplied each of us with a cocoa nut. We then succeeded in making them understand that we wanted water, upon which they made signs for us to accompany them towards the interior of the island:—we did so; but after walking above a mile, they conducted us into a thick jungle, and as their number was quickly increasing, I judged it imprudent to proceed further, and returned to the beach, where I was alarmed to find the natives had assembled to the number of 150 or upwards, armed with spears, eight or ten feet long. One of them, an old man, of venerable appearance, and who seemed to be their Chief, approached, and threw his spear at my feet, expressive, as I under-

stood it, that we should part with our clubs in like manner. Perceiving at this time a crowd of women to have got hold of the sternfast of the cutter, and endeavouring to haul her on shore, from the grapnell with which we had come to, we hastily endeavoured to gain the boat; the natives followed us closely, some of them pointed their spears at us, as we retreated to the boat, and some were thrown, though happily without effect; and to us they appeared to be very inexpert in the management of their weapons. On my getting into the water, three or four of the natives followed me, threatening to throw their spears, and when I was in reach of the boat, one of them made a thrust, which was prevented taking effect by the interference of Mr. Robson, who warded off the weapon. When we had got into the boat, and were putting off, they threw at least 200 spears, none of which took effect, excepting one, which gave a severe wound to my cook, entering immediately above the jaw, and passing through the mouth.

Having thus escaped from this perilous adventure, we pursued our course, and got as far as Dampier's Straits, as favourably as our situation could well admit. Being now within reach of land, the Lascars became impatient to be put on shore. It was in vain that I endeavoured to persuade them to persevere; they would not listen to argument, and expressed their wish, rather to meet with immediate death on shore, than to be starved to death in the boats. Yielding to their importunity, I at length determined to land them on the N.W. extremity of the island of Ceram, from whence they might travel to Amboyna in two or three days. On the 9th of June, being off that part of the island, Mr. Robson volunteered to land a part of the people in the cutter, to return to the long-boat, and the cutter to be then given to such farther part of the crew as chose to join the party first landed. Mr. Robson accordingly went on shore with the cutter; but to my great mortification, after waiting two days, there was no appearance of his return or the cutter.

We concluded that the people had been detained either by the Dutch or the natives; yet as the remaining part of the Lascars were desirous to be landed, we stood in with the long-boat, and put them on shore near the point where we supposed the cutter to have landed her people.

Our number in the long-boat was now reduced to seventeen, viz. myself, Mr. Trounce, Mr. Stalkart, fourteen Lascars and others. Our stock of provisions consisted of two bags of rice,

and one gang cask of water; with this stock we conceived we might hold out till we reached Bencoolen, for which port we determined to make the best of our way.—We fixed the allowance of provision to each man at one tea-cup full of rice and a pint of water *per diem;* but we soon found it necessary to make a considerable reduction in this allowance.

We proceeded on through the Straits of Bantam, meeting in our course several Malay prows, none of which took notice of us, excepting one, which gave chase for a day, and would have come up with us, had we not got off under cover of a very dark night. Continuing our course, we passed through the Strait of Saypay, where we caught a large shark. Our spirits were much elated by this valuable prize, which we lost no time in getting on board, and, having kindled a fire in the bottom of the boat, he was roasted with all expedition; and such was the keenness and extent of our appetite, that although the shark must have weighed 150 or 160lbs. not a vestige of it remained at the close of the day. We suffered most severely from our indulgence; on the following day we were all afflicted with the most violent complaint of the stomach and bowels, which reduced us exceedingly, and left us spiritless and languid, insomuch that we now seriously despaired of our safety.

On the 2d of July, I lost an old and faithful servant, who died from want of sustenance. On the 4th we made Java Head; and at the same time caught two large boobies, which afforded all hands a most precious and refreshing meal. On the 9th, at midnight, came-to off Pulo Penang, on the west coast of Sumatra. At day-light we endeavoured to weigh our anchor, and to run close in shore; but we were so much exhausted that our united strength was insufficient to get up the anchor. We made a signal of distress, on which a sandpan, with two Malays, came off. As I was the only person in the long-boat who had sufficient strength to move, I went on shore with the Malays. On landing, I found myself so weak, that I fell upon the ground, and was obliged to be carried to an adjoining house. Such refreshments as the place afforded were immediately sent off to the long-boat; and we recruited so quickly, that in two days we found ourselves in a condition to proceed on our voyage. On the 12th of July we weighed, and on the 19th anchored off Rat island, at Bencoolen.

Here I met with an old friend, Captain Chauvet, of the Perseverance, whose kindness and humanity I shall ever remember, and gratefully acknowledge. On the day following my arrival, I waited on the resident, Mr. Parr, from whom I received every kindness and attention.

I left Bencoolen on the 17th of August, in the Perseverance, for Penang, where I arrived on the 27th, and where I was most agreeably surprised to meet with my late chief mate, Mr. Robson, who, with the Lascars, landed on Ceram, and had safely reached Amboyna, where they were received by Mr. Cranstoun, the Dutch governor, with a humanity and benevolence that reflect honour on his character. The governor supplied them with whatever their wants required; he accommodated Mr. Robson at his own table, and on his leaving Amboyna, furnished him with money for himself and his people, refusing to take any acknowledgment or receipt for the amount. He also gave Mr. Robson letters to the governor-general of Batavia, recommending him to his kind offices. Such honourable conduct from the governor of a foreign country, and with which we are at war, cannot be too widely promulgated.

From Amboyna, Mr. Robson embarked in the Dutch frigate Pallas, for Batavia, and on the passage thither, fell in with and was captured by his Majesty's ships Greyhound and Harrier, and brought to Prince of Wales's Island.

From Penang I went to Bengal, with the Varuna, Captain Dennison, and arrived safely in Calcutta a few days ago.

A. FORREST.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

THE MARINER.

(INCLUDING POETICAL SKETCHES OF VARIOUS PARTS OF THE WORLD.)

By an Officer in the Navy.

(Now first published.)

"PER VARIOS CASUS, PER TOT DISCRIMINA RERUM,
TENDIMUS." VIRG.

O MEMORY!—thou strange mysterious pow'r,
At whose command the long-forgotten hour,
And youthful scene, in magic colours rise,
To cheer the gloom of life's o'erclouded skies;

Or paint the secret guilt in sable hues,
Which the pale wretch with conscious horror views?
Say, mystic source of inward joy or woe,
(From whence my pleasures and afflictions flow,)
What strange vicissitudes have mark'd the page
Of checquer'd life, from youth to manly age?
"Say, through what lands and oceans have I stray'd,
What manners noted, and what coasts survey'd?"

Where bleak Northumbria, from her rocky shores,
Pours o'er the northern main her pitchy stores,
And sable heroes, who, in climes afar,
On Britain's foes have hurl'd the iron war;
On Tyne's green margin oft I lov'd to stray,
And there with longing eyes the bark survey,
When fraught with commerce for some distant land,
The boatswain's voice would rouse the naval band
To weigh the anchor—to unfurl the sails,
And spread the canvass to the rising gales.
Oft, where yon castle's mould'ring turrets stand,
Projecting horror o'er the subject strand;*
With ling'ring gaze, the less'ning sail I trac'd,
And mark'd its course along the wat'ry waste;
Till, where the blending seas and skies unite
On ocean's verge, it vanish'd from my sight:
Then musing sate, and form'd the daring plan,
Soon as the hand of time should stamp me man,
To leave my cot—to spurn inglorious ease,
And trust my fortunes to the winds and seas!
O'er the fair page, that still records the name
Of wand'ring Crusoe on the rolls of fame,
I've hung enraptur'd—while my youthful heart
In all his fortunes took an active part;
And e'en when soothing slumbers seal'd my eyes,
On distant shores th' illusive scene would rise:
Up the steep cliff, and through the tangly wood,
Or round the rocky shores, in quest of food,
With him I'd wander, and partake his fears,
When savage sounds would strike his list'ning ears;
Or else reclin'd, in some embow'ring shade,
Survey the frisking goats that round him play'd;

* Tynemouth castle, situated on a precipice that overhangs the sea.

Till rosy morn reveal'd the orient light,
And chas'd the pleasing visions of the night.
This early bias for the faithless seas,
Grew with my growth, and strengthen'd by degrees
When angry fate the morn of life o'ercast,
Expos'd me houseless to the wintry blast;
And drove me, friendless, from my native home,
Each stormy sea and foreign clime to roam,
Ere yet reflection and experience join'd
To curb the sallies of my youthful mind;
Or teach me how the shoals of vice to shun,
Where headstrong youth too often is undone!—

J. J.

[To be continued.]

*His Majesty's Ship C***n,*
July 10, 1807.

ELEGIAC STANZAS ON A SEAMAN.

WHILE on the cross trees faithful WILLIAM stood,
The rustling gale blew hard a deaf'ning sound!
Black heavy clouds o'erhung the troubled flood,
And hungry sea-gulls scream'd their wants around.

Amidst the squall that menac'd to destroy,
Gloomy forebodings fill'd his honest mind;—
His KATE and prattlers now his thoughts employ—
"Ah! Fate," he cried, "to them, my all! be kind!"

Yet more tremendous howls the ruthless storm,
Th' unsteady vessel meets the furious blast—
White foaming waves terrific mountains form,
And, lo! with dreadful crash descends the mast.

The fate of WILLIAM now frown'd near at hand,
Hurl'd with the pond'rous ruin to the surge—
Unfathom'd waters o'er his corse expand,
And awful thunder rolls his fun'ral dirge!

SONG.

(From CAREY'S *Poems, chiefly amatory.)*

WHILE rocking on the slippery shrouds,
When the storm veils the skies in clouds,
And the bark ploughs the ocean's brine,
I'll think on thee, my CAROLINE!

When war to glory calls the brave,
And hostile squadrons ride the wave,
And form the deep embattled line,
I'll think on thee, my CAROLINE!

And when the din of battle's o'er,
And, borne triumphant to the shore,
When sailors quaff the generous wine,
I'll think on thee, my CAROLINE!

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(*June—July.*)

RETROSPECTIVE AND MISCELLANEOUS.

THE good sense of the Chinese, in not allowing foreigners, under any pretence, to visit the interior, may furnish a lesson to other countries, and more particularly to the inhabitants of an insular kingdom.—The late splendid embassy from the Emperor of Russia to the Emperor of China, has been refused admittance into the capital: on its arrival at the great wall, the Ambassador was met by an officer from the Chinese court, with a letter and presents from the Emperor to his brother of Russia; and desiring him to make the best of his way back, as his Imperial Majesty was unwilling, after so long a journey, to allow him to extend it beyond what was necessary. Thus does China, without any allies, without any naval power, or any army, but what defends its own territory, preserve itself in peace amidst the distress and revolutions of the Continent.

By the disastrous result of the battle of Friedland, on the 14th of June (the anniversary of the battle of Marengo), the combined powers have again been humbled before the military genius of Buonaparté. The consequence is, that separate treaties of peace have been entered into between France and Russia, and France and Prussia; so that, with the exception of the noble-minded monarch of Sweden, we have now no ally, and scarcely a friend, upon the Continent.—On the termination of an armistice, which had been entered into between Sweden and France, hostilities have been recommenced by the latter; and in all probability Sweden will ultimately be compelled to submit to such terms as may be proposed by the general subjugator of Europe.—We have Mr. Canning's authority for stating, that there is a force of 14,000 men in British pay, for the defence of Stralsund and Pomerania. Four thousand more were to be added to that number; but whether, under existing circumstances, it will be deemed prudent to send them, we are not prepared to say.

Thus, it appears likely that we shall again have to support a "single-handed" contest with France. This prospect has aroused all our wonted energies. A strict embargo has been laid on all the ports; an unusually hot impress has taken place; troops have been collected from all quarters of the united kingdom; and preparations, offensive and defensive, are every where

making, with almost unprecedented vigour and alacrity. Two expeditions are in great forwardness. One of them, it is generally believed, is destined to act against the town and flotilla of Boulogne. The attack, it is supposed, will be on a much larger scale than has been hitherto attempted.

The other expedition, which is evidently designed for a descent on the enemy's coast, is of a most formidable description. No fewer than 86 ships are to be employed; and the naval part of the service is to be under Admiral Gambier, Vice-Admiral Stanhope, Rear-Admiral Essington, Sir Home Popham (captain of the fleet), Commodore Sir Samuel Hood, and Commodore Keats.—The following ships, forming a part of this force, were assembled at Yarmouth, on Saturday, the 25th of July:—

Prince of Wales	98	Franchise	36
Pompée	80	Leda	38
Minotaur	74	Surveillante	36
Resolution	74	Solebay	32
Orion	74	Comus	22
Majestic	74	Cambrian	38
Goliath	74	Leveret	18
Valiant	74	Goshawk	16
Vanguard	74	Alacrity	16
Thunderer	74	Orestes	16
Nassau	64	Fearless	14
Ruby	64	Minx	14
Dictator	64	Safeguard	14
Centaur	74	Ariel	18
Alfred	74	Hyacinth	18
Agamemnon	64	Halcyon	16
Agincourt	64	Archer	14
Brunswick	74	Urgent	14
Maida	74	Cayenne	22
Ganges	74	Fury	12
Spencer	74	Acute	14
Mars	74	Alert	16
Defence	74	Pincher	14
Captain	74	Tigress	12
Hercule	74	Zebra	16
Hussar	36	Princess of Wales Cutter	
Sybille	38	Thunder	8
Nymphe	36	Forward	14

On Sunday, the 26th, in the evening, the first division of the fleet, consisting of the following ships, sailed, with a fine wind at S.S.E.—Prince of Wales, Admiral Gambier; Pompée, Vice-Admiral Stanhope; Centaur, Commodore Sir S. Hood; Ganges, Commodore Keats; Alfred, Spencer, Captain, Brunswick, Orion, Maida, Goliath, Nassau, Hercule, Vanguard, Dictator, Ruby, Surveillante, Cambrian, Nymphe, Leda, Sybille, and Franchise; Comus, Alert, Mosquito, Leveret, Cyenne, Goshawk, Turbulent, Pincher, Forward, Tigresse, Urgent, Acute, Alacrity, Fury, Zebra, and Thunder.

Sir Samuel Hood led the van, and Commodore Keates the rear.

The second division, under Rear-Admiral Essington, was to sail on

Wednesday the 29th. The following are some of the ships of which it was to be composed:—Minotaur, Resolution, Mars, Agamemnon, Agincourt, Valiant, Defence, Cæsar, Hussar, Richmond, Safeguard, Minx, and Vesuvius.

All the ships have as many flat-bottomed boats on board as they can stow; and the number of troops is stated to amount to 20,000. General Lord Cathcart is the military commander in chief. There are three lieutenant-generals;—the Earl of Rosslyn, Sir George Ludlow, and another; and ten major-generals.

The Baltic is mentioned by some, and Holland by others, as the probable destination of this force; but so laudable a secrecy has been preserved on the part of government, that no statement can go beyond the length of conjecture.

Another circumstance, which has made a considerable impression on the public mind, is an action which has been fought between his Majesty's ship Leopard of 50 guns, Captain Humphreys, and the American frigate Chesapeak of 44 guns, Commodore Barron, off the Capes of Virginia. Government received the intelligence of this event (which took place on the 23d of June) on the 26th of July. The official particulars have not transpired: the circumstances, as far as we have been able to learn, were as follow:—The American frigate was known to have several deserters from our ships, lying off Norfolk, on board. Representations of this fact were made to the Secretary of the American Navy, but without receiving any satisfactory answer. As it was known that the Chesapeak was about to sail for the Mediterranean, Captain Humphreys received orders to cruise off the Capes, and examine her for the deserters. Accordingly, when he came up with her, he sent a boat on board, with advice of the information he had of the deserters, and his orders to search for them; Commodore Barron refusing the search, Captain Humphreys fired several shots, which the other paying no attention to, he at length fired a broadside into the Chesapeak, which she returned by six or seven scattering guns; and on receiving a second broadside, struck her colours. On examination, the deserters, to the number of five or six, were found, the very men who had been demanded. In this short rencounter the Chesapeak had six men killed, and twenty one wounded: she returned into port very much shattered.

The inhabitants of Norfolk are said to have entered into some violent resolutions, and have prohibited all intercourse with our ships, and all supplies of water and provisions. It is added, that great riots have taken place at Norfolk; and that the mob burnt upwards of 200 water-casks belonging to the Melampus frigate.

The affair has been mentioned in both Houses of Parliament. His Majesty's servants expressed their readiness, should it be found necessary, to give all the information which they possessed, on the subject; but they entertained a hope, that the character of the transaction would not be found to require such a communication. Had there been any impropriety on the part of the British officer, the fullest satisfaction would be given.

We are happy to state, that the safety of the Blenheim Admiral Troubridge's flag-ship, has been ascertained.

Imperial Parliament.

HOUSE OF LORDS, MONDAY, JUNE 29.

LORD HAWKESBURY presented, by his Majesty's command, the order in council, continuing the provisions of the American Intercourse Act, which expired during the recess, and gave notice that it was the intention of his Majesty's government to propose to Parliament a bill for continuing the above act for a time to be then specified, and to propose in such bill a clause of indemnity for the advice given to his Majesty to continue the provisions of the former act, after it had legally expired.—A bill was brought in accordingly.

WEDNESDAY, JULY 15.

The American Intercourse Indemnity Bill, mentioned above, was read a third time, and passed.

FRIDAY, 17.

The Royal Assent, by commission, was given to the American Intercourse Indemnity Bill; and to a bill for altering, amending, and continuing the American Intercourse Act.

HOUSE OF COMMONS, TUESDAY, JUNE 30.

Mr. *Eden*, with a view of vindicating the late ministers from the charge of having neglected the shipping interest of the country, moved, that there be laid before the House an account of the British and foreign shipping employed in the trade of this country for the last three years, ending 5th January, 1807, distinguishing the tonnage of each vessel, and the number of men employed.—Ordered.

WEDNESDAY, JULY 1.

A bill, for altering and amending the American Intercourse Act, was brought up by Mr. Rose, and read a first time.

A bill was also brought up, and read a first time, for making Amsterdam, in the island of Curaçoa, a free port.

THURSDAY, 2.

Two bills were brought up, and read a first time each: one, for improving the pier and harbour of Dover; the other, for altering and amending three acts, for making roads to the West India Docks.

With the view of preventing smuggling, accounts were ordered to be laid before the House, of the number of vessels trading between Guernsey, Jersey, and Great Britain, and the quantity of brandy, rum, and foreign spirits which they were respectively laden with.

The *Chancellor of the Exchequer* also obtained leave to bring in a bill more effectually to prevent smuggling.

FRIDAY, 3.

In a committee on the American Intercourse Bill, Mr. Rose introduced a proviso, granting a power to the King, with the advice of his privy council, to suspend the said act, or any part thereof, if it should be found necessary. The act to continue in force for six weeks after the expiration of the next session of Parliament.

The American Intercourse Indemnity Bill, from the Lords, was read a first time.

In a Committee of Supply, the following estimates, for the naval service of the year, were proposed and agreed to:—

130,000 Seamen and Marines.

Pay of the above - - - - -	£3,126,500
Victualling ditto - - - - -	3,210,000
Wear and tear of shipping - -	5,700,000
Advance for sea service - - - -	422,500
Half-pay, seamen and marines - -	1.135,434
Re-building ships of war - - -	2,134,903
Hire of transports - - - - -	1,500,000
Sick and wounded, at home and abroad -	300,000
Total - -	17,529,337

TUESDAY, JULY 7.

Lord *Cochrane* moved, that a committee be appointed to inquire and report to that House, an account of all the offices, posts, places, sinecures, pensions, situations, fees, perquisites and emoluments of every description, paid out of, or arising from the public revenues: of the fees in any courts of law and equity, admiralty, and ecclesiastical, or other court, held or enjoyed by, or in trust for any member of this House, his wife, or any of his descendants; or to be held or enjoyed by, or in trust for him, or either of them, in reversion of any present interest; with an account of the annual amount of the same, and of such office, post, place, sinecure, fees, perquisites, and emoluments, distinguishing whether the same arises from a salary certain, or from an average amount. That the inquiry do extend to the whole of his Majesty's dominions, and that the committee be empowered to send for papers, persons, and records.

In the course of a long discussion which ensued, the *Chancellor of the Exchequer* observed, that the motion, as it now stood, would include all those members who had sons in the navy or army. It was much too general. He should recommend the inquiry to be referred to the Committee of Finance.—This, with some modification, was at length agreed to.

WEDNESDAY, 8.

A bill for the regulation of the Dover pilots was read a second time.

THURSDAY, 9.

The American Intercourse Indemnity Bill was read a third time, and passed.

FRIDAY, 10.

On the motion of Sir *C. M. Pole*, it was ordered, that there be laid before the House an account of the sums issued to the agents of Lord Hood, and an account of the payments actually made to the different classes of persons serving in his Majesty's fleet at Toulon, in the year 1794, specifying the dates, the sums advanced, the payments made, and the balance on hand.

Lord *Cochrane*, agreeably to a previous notice, rose to move for a variety of papers relative to the naval service. He wished them to be laid before the House, in order to shew how much many parts of that service were carried on, to the material injury of the country, and its best interests; and he wished also to recommend it earnestly to his Majesty's ministers, to take measures for preventing such things from occurring in future.—He should first move,—"that there be laid before this House, copies of all letters and representations, made from the schooner Felix, to Captain Keates, while commanding the squadron off Rochefort in 1805, respecting the state of that vessel, and the state of the seamen on board."—His Lordship then requested the attention of the House to two letters which he held in his hand, written by officers of the said schooner. The first mentioned, that their stock was all out, and that they were praying for ***God-sends***, which he interpreted

clean shirts and fresh provisions. The other letter, which was dated in November, eight weeks before she went down, stated, that the Felix sailed worse and worse, and that the writer feared they should never be able to bring her back to an English port.—Another vessel, which his Lordship alluded to, was the Atalante, which came along-side of his own ship, and the captain told him, that he had applied for a survey to the commander in chief, but had been refused. His officers had indeed thought it was unnecessary, though they did not know, that when the wind blew fresh, she made 20 inches of water an hour; and she was, in all respects, unfit for sea. On his arrival at Plymouth, his lordship informed the surveyor of the yard there, that by the first news from Rochfort, they would hear, that the Atalante was either gone down, or wrecked. In a very short time after she was wrecked, though he believed there were no men lost, or at least very few. But he believed there were more men lost on the Rochfort station last winter, than would be sufficient to the task of cutting out the squadron at that port.—The next motion he should make, would be for "an account of the number of ships and men kept off the port of Rochfort, specifying the time they had been out."—The reason of his making this motion was, to shew the unnecessary cruelty that was used in the service. The Plantagenet had been eight months off Brest, except twelve days that she was wind-bound in the port of Plymouth, and there was during all that time an order that no officer or man should set his foot on land, which was a matter of great cruelty; and in regard to the sick, there were many men on board, who were in a fit state to be sent to the hospital, but were not allowed to be sent, by which many lives were lost, to the great injury of the service.—His third motion was for "an account of the fresh provisions sent to the squadron off Rochfort, from March 1, 1805, to March 1, 1807."—His lordship said, that Captain Cooke, in his voyage round the world, had stated with exultation, that he had been 117 days at sea, and the scurvy had not affected his men. His lordship said, his ship had been eight months at sea, and within four hours sail of the coast, and they were most grievously afflicted with the scurvy.—How did this arise? The answer was obvious. The old practice was, that when vessels, on the different stations, had expended their fresh provisions, they returned into port to re-victual. That practice prevailed also at present, but it was not so under a late commander in chief. Under him five days was considered sufficient to fit out a ship, and not an officer or man suffered to go on shore; and if the ship happened to be paid at the time, the men went to sea with their bank notes in their pockets, and he had seen them pull them out on the decks, and blow them overboard. He considered this order, that no officer or man should set his foot on shore, as most cruel, while, at the same time, the commander in chief was allowed to be on shore, nay, even to live in London; and he should not be surprised to see, in a short time, the place of future commander in chief filled by a fool, or by some child.—His next motion would be for "Copies of all such orders as had been issued and acted on, from 1805 to 1807, in not sending such sick men to the hospital as were incurable on board."—He considered those papers as necessary, to shew the cruelty with which the men were treated in this respect. He could say a great deal on this subject, but it was not necessary at present. He would only state that the men were prevented from going into the hospital, unless a survey was made on them by the surgeon of the commander in chief's ship; and in blowing weather, it was impossible this surgeon could go on board each ship for that purpose; in consequence of which the men's health was utterly destroyed, and in many instances amputation rendered necessary, whereas, if they had been sent to the hospital in time, the limbs might have been saved. However, it seemed economy in every thing was the order of the day, and for that purpose the medicines became very much

limited. These things might seem trifling to many who heard him; but when it was considered that the lives of so large a body of men ultimately depended on the care they met with from medical aid, it was of the utmost importance to the country. Many valuable remedies, which were indispensably necessary, were prevented from being used, from this grand system of saving. He had seen a ship going out of port with seventy men ill, who were not allowed to go into the hospital, and could not be cured at sea. He saw one man who was in a fever, and another ruptured, who were ducked, through sleet and snow, in going from the ship, and yet not allowed to go into the hospital. He acquitted all those honourable members who had for some time left the service, of any blame on this account, but thought it his duty to bring forward those facts. In the military hospitals, the men who had weak stomachs from long indisposition, were allowed some little luxuries which their stomachs could digest; but in the naval hospitals, where the men's stomachs had been debilitated with lemon juice, no such allowance was thought of; and even a dying lieutenant, who wanted a little egg wine, was refused, and told, that eggs were not allowed in the hospital. This system of economy had been carried so far, that lint for dressing sores and wounds was not allowed; and in his ship, if they had gone into action, there was not half enough to have dressed the men's wounds, without the officers and men tearing up their own linen for that purpose. This lint had been cut off by a person unworthily employed by the late administration as commander in chief. He did not know whether it was regular to mention his name in that House. [*A cry from several parts of the House, name! name!*] His Lordship said, he had no hesitation in naming Lord St. Vincent; and, in so cutting it off, he had sported with the lives of the men; and the country had thereby sustained a very heavy loss in the deaths of many brave fellows.

Sir *Samuel Hood* declared that the loss of the Atalante was wholly unavoidable, and if she had been the finest ship that ever went to sea, she must have perished under the like circumstances. She ran on shore in harbour, and if she had not been in excellent condition, she could not have saved the number of men which she did save. Notwithstanding the noble lord stated that she nearly lost her whole crew, in fact there were very few but what were saved, and are living witnesses of the sea-worthiness of their vessel. There was a survey made of her, she was reported fit to go to sea, and he had the word of Commodore Keats for it, that she was fit to go to any part of the world. The Felix schooner was lost in a very heavy gale of wind, that lasted three days. The soundest and tightest ship in the service might have met the same fate in the same place. With respect to fresh provisions, he could take upon him to say, that no fleet in the world was better supplied with that article than the Channel fleet, and as to the men being kept at sea, he could take upon him to say, that if any thing prolonged the health of the men, it was that very circumstance; for no ship ever went *out* of port so healthy as she entered it. Sea air and *other* causes kept men healthy. Respecting the want of surgical necessaries, he could venture to say, that, except the noble lord, there was not an officer in the navy who would make a similar assertion.

Admiral *Harvey* and Admiral *Markham* both spoke on the same side of the question. No redress, said the latter, had ever been applied for to the Admiralty, upon any of the grounds stated by the noble lord; and in what condition, he would ask, was the navy to be placed, if an inferior officer could bring his commander in chief to the bar of that House? As to the supply of the ships with fresh beef, more had been done in the administration of Lord St. Vincent than under any former

administration. There were two modes formerly adopted: the one was to send bullocks out alive, the other to kill them before sending them out. Both these practices were subject to inconvenience; in rough weather it was hard to get them on board, and many died on their passage; if they were killed and the wind were unfavourable, the meat was often spoiled before it could arrive. The course which was now taken to remedy these inconveniences, was, to parboil the fresh beef on shore, and when it arrived at the fleet it made most excellent soup.* As to surgeon's stores, they were supplied, he said, under the administration of Lord St. Vincent, precisely according to the plan which had been originated, either by Lord Melville or Lord Barham; and this was the first time that he had ever heard any thing of their scarcity. The honourable member also entered into an explanation respecting the difficulty of sending men to the hospital. While officers, he observed, could send men to the hospital on the mere certificate of their own surgeon, they, naturally anxious for a good crew, were too apt to make use of their influence with the surgeon, to send any man to the hospital whom they did not happen to like. The allusion to the residence of the commander in chief in London, could derive no influence but from delusion. The Channel fleet was in different divisions, and the fact was, that for the purpose of communicating with each, the noble lord had better be ashore than at sea. Indeed, unless he took the station of junior admiral, he could not consistently join any of the divisions.

The *Chancellor of the Exchequer*, Mr. *Windham*, Mr. *Sheridan*, and others, opposed the motion of Lord Cochrane; considering that, if the alleged grievances had existed, an application ought, in the first instance, to have been made to the Admiralty.

Lord *Cochrane* disclaimed any motives whatever on this occasion, except a regard to the good of the service. One of the gentlemen who had spoken in reply to him, belonged to the Admiralty in the late administration; and the services of that gentleman were better known ashore than afloat.

The motion was at length negatived without a division.

WEDNESDAY, JULY 15.

A fresh bill was brought in for transferring the settlement of Sierra Leone to the crown.

MONDAY, 20.

Mr. *Rose* brought up a bill for permitting the importation of naval stores in the ships of any powers in amity with his Majesty, and navigated in any way whatever, which was read a first time.

Sir *C. M. Pole* presented a petition from Robert Eyre, Esq. praying to be allowed certain prize-money, to which he was entitled, as commander of his Majesty's ship Nymph.—Ordered to lie on the table.

---

* It is deserving of notice, that, on the very morning after these observations were delivered, a letter was received in town, from Plymouth, stating, "that the sending out beef half boiled to the fleet *is given up*, and *live bullocks are to be sent out* for the use of the seamen, as usual, which will be a *considerable saving* to government, and *much better for the health of the men.*" EDITOR.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 518.]

ADMIRALTY OFFICE, JULY 4, 1807.

Copy of a Letter from Rear-Admiral Sir Edward Pellew, Bart. Commander in Chief of his Majesty's Ships and Vessels in the East Indies, to William Marsden, Esq. dated on board his Majesty's Ship Culloden, Batavia Roads, November 28, 1806.

SIR,

THEIR lordships have been already apprized of my intention of proceeding to this quarter in search of the French squadron, which I had been led to believe would have ere this appeared in the Asiatic seas.

I was joined off the island of Eugeino, on the 23d instant, by his Majesty's ship Sir Francis Drake, and proceeding through the straits of Sunda with the ships named in the margin,* on the 26th, captured off Bantain the Dutch Company's armed brig Maria Wilhelmina.

On the following morning we arrived off Batavia, the Terpsichore leading the fleet through the very intricate navigation in a most judicious manner, preceded by the Sea Flower.

I directed the frigates and brig to enter the roads between the island of Onrust and Java, the line of battle ships taking a more circuitous passage.

On discovering us as we approached, the Dutch national frigate Phœnix, Avanturier and Zee Ploeg brigs, two of their company's armed ships, and two armed brigs, immediately run on shore, followed by the merchantmen; the William corvette having previously struck to the Terpsichore on passing Onrust.

The shoal water prevented our anchoring sufficiently near to fire with effect on the batteries, or the ships on shore.

The boats of the squadron accordingly assembled alongside the Terpsichore, which, with the Sir Francis Drake, had been placed as near as possible to cover them, and were led in to destroy the enemy's ships by Captain Fleetwood Pellew, under a heavy fire from the ships and the batteries. On approaching the Phœnix, the crew abandoned her, and on boarding she was found scuttled. The guns were immediately turned on the other ships, while the boats were destroying the remainder, when she was also set on fire and burnt, with the whole of the enemy's armed force, and nearly twenty merchantmen.

The gallant conduct of Captain Fleetwood Pellew, Lieutenant William Fitzwilliam Owen, commander of the Sea Flower, and Lieutenant Thomas Groule, first of the Culloden, the officers, seamen, and marines employed under their command in this important duty, is deserving of every praise. The service was directed with great coolness and judgment, and executed in the most steady, zealous, and active manner. Though exposed to the continued fire of the enemy, happily with little effect, the only loss sustained being one marine killed, one marine and three seamen wounded.

The enemy's two remaining line of battle ships had unfortunately quitted this anchorage, or must inevitably have shared a similar fate. The Dutch admiral was left at Batavia.

* Culloden, Powerful, Russel, Belliqueux, Sir Francis Drake, Terpsichore, and Sea Flower.

I have landed the prisoners upon parole, under an assurance from the governor that they shall not serve again until regularly exchanged.

The necessary destruction of the William corvette has deprived me of an opportunity of rewarding the services of Lieutenant Owen on this occasion; I therefore beg leave to recommend him and Lieutenant Thomas Groule, first of his Majesty's ship Culloden (who were appointed to lead divisions on this service) to their lordships' protection.

I enclose herewith a list of the enemy's ships destroyed and taken, and a return of killed and wounded; and have the honour to be, &c.

E. PELLEW.

Ships destroyed and taken in Batavia Roads.

Burnt.

National frigate Phœnix, Captain Vander Sande, of 36 guns and 260 men, laden with naval stores for the ships at Crissey.

National brig Avanturier, Captain E. Coudere, of 18 guns and 90 men.

National brig Zee Ploeg, Captain L. Febre, of 14 guns and 50 men.

Company's armed ship Patriot, of 18 guns and 90 men.

Company's armed ship Arnistein, of 10 guns and 50 men.

Company's armed brig Johanna Suzauna, of 8 guns and 24 men.

Company's armed brig Snelheid, of 6 guns and 24 men.

Taken.

National corvette William, Captain Feteris, of 14 guns and 98 men.

National brig Maria Wilhelmina, of 14 guns and 50 men.

About twenty merchant ships destroyed, and two taken.

E. PELLEW.

His Majesty's Ship Culloden, Batavia Roads,
28th November, 1806.

N.B.—The William corvette was afterwards destroyed, as unfit for his Majesty's service.

A Return of Killed and Wounded in the Boats of his Majesty's Ship Culloden, in destroying the Enemy's Force at Batavia, on the 27th Day of November, 1806.

William Richards, marine, killed; John Field, seaman, wounded; Christopher Moss, seaman, ditto; Thomas Brian, seaman, ditto; Robert Miles, marine, ditto.

His Majesty's Ship Culloden, Batavia Roads, E. PELLEW.
28th November, 1806.

JULY 18.

Extract of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq. dated on board the Ocean, off Cadiz, 24th May, 1807.

SIR,

I enclose the copy of a letter from Captain Raitt, Commander of his Majesty's sloop the Scout, giving an account of the boats of that sloop and the Morgiana having boarded and captured, after a smart resistance, one of the enemy's gun-vessels in the straits on the 21st instant.

I cannot sufficiently praise the activity of the commanders of the three brigs (the Scout, Morgiana, and Redwing) which have been employed in scouring the Gut of the enemy; within this fortnight past they have taken and destroyed eighteen of the enemy's vessels, among which are two of the gun-vessels.

His Majesty's Sloop Scout, at Sea,
MY LORD, *22d May*, 1807.

Yesterday evening perceiving some vessels coming round Cape Trafalgar, with an intention, as I supposed, to pass under cover of the night, I determined on sending the boats in shore, to endeavour to cut them off; I therefore ordered the Morgiana, which joined me a little before, to send her boats, in conjunction with the cutter and jolly-boat of the Scout.

The boats being manned with volunteers from the brigs, the two boats of the Morgiana under the direction of Lieutenant Sutherland, and those of the Scout under the direction of Lieutenant Battersby, with orders to keep together as much as possible for mutual support.—I have the pleasure to acquaint your lordship, that about ten o'clock they came up with and carried, under a heavy fire, the San Francisco Settaro, alias la Determinada, Spanish privateer, carrying one long eighteen-pounder in the bow, two carriage guns, with swivels and small arms, manned with twenty-nine men, from Cadiz that day, bound to Algeziras; she is a large vessel, about three months old, and in my opinion well calculated for the gun-boat service at Gibraltar.

I have to lament, in performing this service, the loss of one man killed, and one slightly wounded, belonging to the Scout; although the loss is great, yet when I consider the great advantage the enemy had over the boats, from the very clearness of the night, it appears small.

The conduct of Lieutenants Sutherland and Battersby, the inferior officers and seamen, deserves my warmest thanks for their steady and determined bravery. To pass encomiums on particular individuals would be doing injustice to the whole.

I have the honour to be, &c.
To the Right Hon. Lord Collingwood. WM. RAITT.

James Mackford, captain fore-top, killed; William Forth, ab. wounded.

Naval Courts Martial.

Minutes taken at a Court Martial assembled on board his Majesty's Ship Gladiator, in Portsmouth Harbour, on Thursday and Friday the 16*th and* 17*th of April*, 1807.

(Now first published.)

Members of the Court.

Admiral MONTAGUE, President.

Rear-Admiral Sir Isaac Coffin, Bart.	Capt. James Brisbane
Captain John Lawford	Henry Edward Reginald Baker
Samuel Hood Linzie	Philip Sommerville
Thomas Graves	Christ. John Williams Nesham
John Irwin	G. E. B. Bettesworth
Hon. Courtenay Boyle	Daniel M'Leod.

THE Court opened about half past nine o'clock, and Henry Whitby, Esq. late captain of his Majesty's ship Leander, was brought in, and audience admitted; when the following order for the Court Martial was read.

By the Commissioners for executing the office of Lord High Admiral of the united kingdom of Great Britain and Ireland, &c.

Whereas John Poo Beresford, Esq. captain of his Majesty's ship Cambrian, and commanding officer of his Majesty's ships and vessels at Halifax

in Nova Scotia, hath transmitted to us a letter, dated the 6th of May last, which he had received from Captain Henry Whitby, commander of his Majesty's ship Leander (which ship had been sent by Captain Beresford off New York for information), representing, that on the 25th of the month preceding, several vessels were coming down for the light-house near New York, and as they obstinately persisted in not attending to the first shot fired by said ship Leander, and endeavoured to haul from her when closely pursued, several of the said vessels were boarded, and among the number that did not bring to, or was not examined, was a coasting sloop, on board which, it appears by various papers and letters transmitted to us by the said Captain Beresford, an American seaman was unfortunately killed by a shot fired from his Majesty's ship Leander, or from some other of his Majesty's ships, whose commanders were then acting under the orders of Captain Whitby.

And whereas we think fit, that an inquiry should be made by a court Martial, into the conduct of the said Captain Whitby on the occasion abovementioned. We send you herewith his said letter to Captain Beresford, with copies of the correspondence between the said Captain Whitby and his Majesty's consul general at New York, together with two several opinions of his Majesty's law officers upon the case in question; and do hereby require and direct you to assemble a court martial as soon as conveniently may be, which court (you being president thereof) is hereby required and directed to inquire into the conduct of the said Captain Whitby in having violated the neutrality of a state in amity with his Majesty, by having, on the 25th day of April last past, within the waters and jurisdiction of the United States of America (the said states then being in amity with his Majesty), unlawfully, wilfully, and of malice aforethought, caused a shot to be fired from his Majesty's ship Leander into a ship or vessel, then being and sailing within the waters and jurisdiction of the said United States, whereby one John Pierce, a citizen of the said United States, then being in and on board the said last-mentioned ship or vessel, was then and there feloniously killed and murdered; and to try him the said Captain Henry Whitby for such violation of the neutrality of the said United States, and for the wilful murder of the said John Pierce.

(Signed) JAMES GAMBIER,
RICHARD BICKERTON,
R. WARD.

To George Montague, Esq. Admiral of the White, and Commander in Chief of his Majesty's ships and vessels at Portsmouth and Spithead.

By command of their lordships.
(Signed) WM. MARSDEN.

The court being then duly sworn, various letters accompanying the order were read; and evidence was brought forward on the part of the prosecution.

EVIDENCE.

The following letter was read, and admitted by Captain Whitby to have been signed by him.

(COPY.) No. 2.

His Majesty's ship Leander, off New York, April 30th, 1806.

SIR,

Having arrived off this port (and accidentally joined by the Cambrian) to collect any information that might have been brought by the British packet, and such supplies and refreshments that have hitherto been afforded to his Majesty's ships, I am much surprised, that the officers sent on that ser-

vice should have been so unlawfully kept, particularly from the reasons that I have by accident obtained. You, sir, must be well aware, that the death of that unfortunate seaman could not be attributed to them, or to any other cause but accident. Wishing to collect such information from the coasting vessels they might be possessed of, I felt it my duty to board every thing, without any idea of blockading this port, or distressing, or annoying the trade of the country.

I trust, Sir, on the receipt of this you will immediately cause the respective officers to be restored, feeling confident it is not the wish of either nation to be plunged into an unnecessary war. I hope the accounts I have received of the merchants having sent armed vessels to bring back the ship and schooner detained by his Majesty's ships is unfounded, as you must be well assured, should they be taken, it will be considered as an act of piracy. The officer having this truce has my directions to return in twenty-four hours with your determination, in which I trust my just demand will be complied with, otherwise I shall be compelled to take those steps, however unpleasant, to support that dignity which has ever been undenied to the British flag.

I have the honour to be,
Sir,
Your most obedient servant,
HENRY WHITBY.
Captain of his Britannic Majesty's ship Leander.

To the chief Magistrate of New York.

Jesse Pierce, master of an American coasting sloop, was then called in and sworn.

President.—Relate to the court every thing you know.—A. Yes, sir. I am master of the Richard, a coasting sloop. I was coming into Sandy Hook, near New York, from the southward, and about five miles to the southward of the high lands I first saw three ships stretching in from sea; there were a number of vessels in company with me: the Cambrian came in a head of the other two: as she got in just at the back of the middle ground (as nigh, I judge, as she dared) she fired and brought several vessels to, and then stood off shore with her head to the eastward, still firing: the Leander was then coming in; she stretched nigher in rather than the Cambrian (as nigh, I judge, as she dared), firing all the way at several vessels; as she came opposite to me there was the brig Sally, Captain Pratt, about 200 yards, as nigh as I can guess, a-stern of me, rather in shore. The Leander fired a shot, and it went still a-head of me, fifty yards, as nigh as I could guess. The brig being a-stern of me, and the shot falling a-head, it caused me to think she was firing at me, I immediately clapt the helm down and brought to. The Leander, I believe, was in stays at that time, as we got about stern on, we had not rounded fairly too; we had not got the main-sheet aft: she fired a shot; it struck the corner of the taffrel-rail, the knee of the taffrel-rail and quarter rail together: my brother, John Pierce, was standing at the helm, and the knee killed my brother that was knocked out: the shot struck the quarter-deck, and that rebounded the ball, and it went through the binnacle and knocked away the companion, and went through the main-sail. I then stayed the sloop and stood off towards the ship Leander; seeing that no boat was coming from the ship, and she was standing on; and then I bore to the eastward. I got to New York between eight and nine o'clock, and informed the consul.

Examined by the Court.

Q. At what time of the day did this happen?—A. About five o'clock in the afternoon: I did not know the time exact.

Q. Did you first bring to with your head on shore or off?—A. On shore,

Q. Was you then without or within the middle ground?—A. We were within the middle ground, about a quarter of a mile from the beach, as near as I could guess.

Q. What water does your sloop draw?—A. She draws seven feet.

Q. Were there any vessels between you and the Leander?—A. Not any directly between us.

Q. What distance do you suppose the Leander was from the shore at that time?—A. About a mile and a half, as nigh as I could guess.

Q. Was she without the middle ground?—A. She was. She was so far to the southward that she was beyond the wide part of the middle ground.

Q. Is there water enough for her to go over the middle ground?—A. I don't know what water there is. I am not very well acquainted with what water there is on the middle ground. I believe there is not enough for her to cross.

Q. You swear, that the shot which struck the quarter of your sloop was fired from the Leander?—A. Yes.

Q. Was she in stays at that time?—A. Yes, I believe so; to the best of my knowledge she was.

Q. What distance was the sloop from the Leander at the time the shot was fired?—A. A mile and a quarter, I believe.

Q. How was the wind?—A. About S. S. E. but hauled more to the southward.

Cross-examined by Captain WHITBY.

Q. Do you know Captain Whitby?—A. No, I did not at that time.

Q. Did you know at that time who commanded the Leander?—A. No, not at the time my brother was killed.

Q. Do you know the Leander?—A. I did not know the Leander at the time. She was the largest of the three. She was a two decked ship, as nigh as I could see.

Q. Did you hear any order given to fire at your vessel?—A. No.

Q. Do you know if Captain Whitby was on board the Leander?—A. No, I did not at that time.

Q. Might not some other person on board but himself have caused the shot to be fired?—A. To be sure.

Q. After the Leander passed the Cambrian, and previous to her tacking, did she fire?—A. Yes, I believe she did, to the best of my knowledge.

Q. How do you know that the Leander was within a mile and a half of the shore?—A. I cannot be positive, it is only to the best of my knowledge.

Q. What distance is the middle ground from the shore?—A. I don't know.

Q. What are the soundings within a mile and a half of the shore?—A. I don't know to be sure.

Q. Do you swear, that the Leander must have seen your sloop at the time she fired?—A. I don't know what was to hinder her.

Q. Did you bring to on the first shot that was fired?—A. The first shot that came any ways near me; the first shot I thought fired at me.

Q. What description of other vessels were in sight?—A. I don't know the names of any more than the brig Sally.

Q. Might not the firing have been at those vessels?—A. I do not think it could, they were too far a-head of me.

Q. Do you positively swear there were not two brigs lying-to between you and the Leander?—A. Not directly. I was in such confusion that I did not notice the vessels, except what was very nigh me.

Q. Might they not have been there, and you not see them?—A. Very likely, I did not notice them.

Q. Do you swear that I caused the shot to be fired that killed John Pierce?—A. No.

Q. What was the size of the shot that struck you?—A. I am no judge.

People that looked at the mark on the quarter-deck supposed it to be about a twelve-pound shot.

Q. Where were you when your brother was killed?—A. Standing hauling aft the main sheet within about six feet of him.

Q. Did you see him fall?—A. I was not looking at him the moment he fell; but I saw him instantly afterwards.

Q. How was he struck?—A. Under the jaw.

Q. Did he move after he was struck by the splinter?—A. I never discerned the least motion.

Q. Was the shot that struck your sloop fired from the Leander?—A. Yes, it was from the Leander, as I am informed. I did not know the ship; it was the largest of the three.

Cross-examined by the Court.

Q. Were the other ships firing at the time the shot was fired from the Leander?—A. No; I cannot say.

Q. If they had been firing at the same time, is it not possible a shot from one of those vessels might have struck your sloop?—A. No, there was neither of them nigh enough; neither within gun shot.

Caleb Brunster, captain of the American revenue cutter Vigilant, was called in and sworn.

Court.—You have heard the charges read: relate all you know of the transaction.

On the 25th April, 1806, I got under weigh in Ratigan Bay, and went out past the lights at the Hook. As soon as I got out I discovered three men of war; about half past ten they bore about S. E. betwixt one, two, and three leagues distance; it soon fell calm; I drifted out with the tide at ebb about a league. Betwixt one and two o'clock the wind sprung up to the southward; I discovered a number of sail of vessels to the southward of me, along the Jersey shore, standing in for Sandy Hook; as soon as the breeze came in I saw these three ships stand in for the land by the wind, the Cambrian, the Leander, and Driver. I knew the ships, I have been all round them fifty times. The Cambrian was the headmost ship; she stood in for the land, and began to fire at the headmost vessels that were coming from the southward, and brought them to. I suppose the Cambrian to be about a mile and a half from the shore: when she hove about she lay with her head to the eastward. In about ten or fifteen minutes the Leander came up right a-stern of her, went past her, and began to fire at the brig Sally, Captain Pratt, that was in shore of him, and the sloop Richard, Jesse Pierce, master. She went in about the same distance as the Cambrian did, and fired a number of shot before she went about; and as she went about she fired a number of shot at those two vessels. I saw a number of them strike in the water near those two vessels, as they were but a little distance apart: one of them struck in the surf, and went over them; the next struck on the beach, I judge, about ten roods, and made the sand fly ten feet high. The sloop Richard, Capt. Pierce, rounded to; the brig Sally kept on: when she came up with me I ordered her to bring to. The Driver came in a-stern of the others, I judge within half a mile of the shore, and fired several shot: I don't know what she fired at: she then hove about and stood to the southward and eastward, in the same direction the other two ships had done. The sloop had lain to a little while, and no boat appeared to board. The sloop came a-head of me: I saw a hole in her mainsail; and she went to New York. I judge the sloop Richard was within a quarter of a mile of the beach.

Examined by the Court.

Q. You know that a shot from the Leander struck the sloop Richard?—A. No, I did not see the shot strike; the Leander was the only ship firing at the time.

Q. What do you mean by the time?—A. The time when they were firing.

Q. Do you know at what period John Pierce was killed?—A. I don't know at what time. No other ship fired at those two vessels (brig Sally and sloop Richard) but the Leander.

Q. Was the Leander without the middle ground at the time of the firing? —A. I don't know. I am not acquainted enough with the middle ground to know.

Q. How long have you commanded the cutter you have?—A. I have commanded her since September 1801.

Q. Have you ever sounded on it?—A. I don't know I ever did.

Q. Do you take a pilot, or do you stand charge of the pilotage of the vessel you command?—A. I am my own pilot.

Q. Is there water enough on the shoal for you to go over?—A. Yes, at any time.

Q. At the time the Leander was in stays, how were you able to ascertain the distance she was from the shore?—A. I judge my situation was such as to enable me to judge.

Q. What distance then do you consider her to have been from the shore at that moment?—A. Within a mile and a half.

Q. Were there any of the trade standing in for the port of New York without the middle ground?—A. Yes, they were all without, as they had brought-to to the Cambrian, except those two vessels.

Q. Do you know the distance of the jurisdiction of the States from the shore?—A. Three miles, I believe.

Q. What means have you of attaining that knowledge?—A. I understood that was the treaty as made by Mr. Jay.

Q. Did you ever read that treaty?—A. Yes, I have read them all.

Q. Do you recollect whether it was ascertained by the treaty?—A. I cannot, I speak but to the best of my recollection.

Q. You had no means of knowing but by the treaty?—A. Yes, it is the received opinion, and I have ever considered it so.

Cross-examined by Captain WHITBY.

Q. Do you know Captain Whitby?—A. I never saw the gentleman to my knowledge.

Q. Was Captain Whitby on board the Leander at that time?—A. I am not able to say.

Q. How do you know the Leander?—A. I have seen her in the port of New York a number of times, lying in Ratigan Bay: I have been all round her fifty times.

Q. Where were you when the firing took place?—A. I was to the northward of them, I should suppose about two miles, when they began to fire.

Q. Did the Leander fire after she passed the Cambrian, previous to her tacking?—A. A number of shot.

Q. Do you mean positively to swear, that the shot fired from the Leander was directed at the sloop in which John Pierce was killed?—A. I cannot positively say; but at the time the shots were fired I saw one go a-head, another a-stern, and one over her.

Q. Were there any vessels between the Leander and sloop Richard?—A. None but the two I mentioned, the brig Sally and sloop Richard. I do not recollect any other; if there were they were very small ones.

Q. What distance was the sloop from the Leander when she tacked?—A. About two miles.

Q. Had two brigs been lying to between the Leander and sloop, could you have seen them?—A. Yes, I could have seen any brig whatever. The pilot boat was to the southward of me, betwixt the brig Sally and sloop Richard.

Q. Did the merchant vessels bring to on the first shot being fired?—A.

No, they did not. The Cambrian began firing before they were within two miles, but they brought to: as soon as they came within shot they all brought to.

Q. At what distance were the merchant vessels from land at the time the firing began?—A. When the firing first began it was by the Cambrian, they were about three miles from the shore.

Q. In what manner did they bring to?—A. They rounded to with their top-sails to the mast.

Q. Which way was their heads?—A. To the southward and eastward.

Q. Did no vessel bring to with their heads in shore?—A. I am not positive, they may.

Q. Might not the fire have been directed from the Leander at those vessels which had brought to with their heads in shore; but at too great a distance to allow boats to go on board?—A. The Leander only fired at those I have mentioned, except some that had been brought to by the Cambrian; there was a firing there.

Q. Do you mean positively to state, that the Leander fired at no vessels except the brig Sally and sloop Richard?—A. Not after she passed the Cambrian; she might, but I discovered none.

Q. At two miles distance do you mean positively to assert her fire was directed at her?—A. No: I have said before I saw the shot strike a-head, a-stern, one to the southward, one went over to the surf, and one struck on the beach.

Q. What distance is the outside of the middle ground from the shore?—A. I have already said I do not know.

Q. You have stated the Leander to be within a mile and a half of the shore; from what you know of the middle ground, must not that have brought her up if she was within that distance?—A. I am not able to say.

Q. Are there soundings a mile and a half from the shore?—A. Yes, three leagues.

Q. Can merchant vessels of large draught of water go over the middle ground, when deeply laden?—A. At high water.

Q. In what state was the tide when the Leander was there, at the time the firing continued?—A. I suppose about nearly half tide; when she went about, about two hours tide.

Q. What time of day was it?—A. I judge it was three o'clock.

Q. Do you know the leading marks for vessels coming in for the Hook from sea?—A. They are in the chart: I don't recollect them at present.

Q. You have stated to the court, you have considered the neutrality three miles from shore, do you know that I was furnished with such instructions?—A. I don't know.

Q. How long since is it the treaty was made, or was it in existence at the time the Leander was there?—A. I judge it was.

Q. Do you know of any new treaty at that time being made between the countries?—A. I do not know; it was said that Mr. Munro was negotiating in this country; but what was done I don't know: it was the opinion at that time.

By the Court.

Q. What colours do you wear when you go on duty?—A. We wear sixteen stripes vertical, with an eagle in the centre, being government revenue colours, with sixteen stars.

Q. Was your cutter fired at by the Leander at the time she fired at the sloop and brig, or at any time that day?—A. No.

Cross-examined by the Court.

Q. Had the sloop and brig any colours up at the time?—A. The brig had American colours.

Q. Had the Leander?—A. Yes, British colours.

Q. What tonnage is the cutter you command?—A. Sixty tons.

Q. What guns, and what men?—A. Four three-pounders, eleven men, two swivels, and small arms.

Q. What build?—A. New York.

Jonathan Lewis Bruster, accountant of the customs at New York (and on board the cutter Vigilant), was called in and sworn. Deposed as follows:—

I was on board the revenue cutter Vigilant on the 25th of April, 1806: without the Hook we saw three ships of war to the southward and eastward, standing in for Sandy Hook, in order to cut off several vessels coming along the Jersey shore. The Cambrian, being a-head, began to fire at several vessels coming into the Hook, standing in within a mile and a half of the Hook, and hove to and sent her boat on board of two vessels that had hove to. The Leander then came up, passing the Cambrian, and firing at a sloop and brig close by the shore, within half a mile of the Hook; she run past the Cambrian, and also hove to, constantly firing at the Sloop Richard and brig Sally. The brig did not heave to; the sloop did heave to: we were in the cutter, about half a mile from the sloop. I saw several shot strike on the edge of the surf: she was still firing. The Driver next came in, and ran within half a mile of the shore, firing at several vessels, bringing them to, and sending them down to the Leander and Cambrian; they were still lying-to to leeward. They were boarded by one or other of the boats of those ships. The Driver then hove about with her head to the southward and eastward.

Q. Did you see any shot from the Leander strike the sloop?—A. No, I did not.

Q. At the time the firing took place had you your colours up in the revenue cutter?—A. Yes, we had those we wear daily, the pendant, but not the ensign.

Q. Have you been brought up to the sea?—A. No.

Q. Do you know the distance of the jurisdiction of the States from the shore?—A. Yes, three miles.

Q. From whence do you receive that information?—A. From the laws of the United States.

Q. You have read it?—A. I have.

Q. At what time of the day did the firing take place?—A. Between three and four o'clock.

Q. How long did it last?—A. It lasted till dark.

Q. Did you see the Driver fire at the sloop Richard?—A. No, I did not; it was at other vessels: she ran farther in than the other two.

Q. Had the brig and sloop their colours up?—A. I don't recollect.

Cross-examined by Captain WHITBY.

Q. Do you know Captain Whitby?—A. No.

Q. Do you know who commanded the Leander on the 25th of April last?—A. I do not.

Q. How do you know that the Leander was off New York?—A. I only know it from report.

Q. Did the ship you suppose to be the Leander fire after passing the Cambrian, previous to her tacking?—A. Yes.

Q. How far from the Leander was your vessel at that time?—A. Two miles.

Q. Were there any vessels lying to between the sloop Richard and the Leander?—A. No, there were not.

Q. Were the vessels fired at inside the Hook?—A. No.

Q. Do you know the middle ground?—A. I know there is a shoal called the middle ground; but don't know the situation: from a mile and half to two miles and half from the shore, according to the best of my recollection.

Q. You have stated the Leander to be a mile and half from the Hook; could she be in that situation without being on the middle ground?—A. I don't know but she might have come on the middle ground.

Q. What was the state of the tide?—A. According to the best of my recollection the tide was falling.

Robert Mitchell, a branch pilot of New York, was called in and sworn, deposed as follows:—

On the 25th of April last I was in the pilot boat Thorn, and drifted out of the Hook between ten and eleven o'clock in the morning. After we got outside we saw two ships in the offing, about south-east, and afterwards a third. About twelve or one o'clock the wind sprung up from the southward: the three ships made sail and stood in shore. About one or two o'clock the frigate Cambrian brought to a brig and schooner, bound to New York. The Leander at this time was a little a-stern of her. After they had brought to the brig and schooner they both stood in shore, to cut off, as we supposed, the brig and sloop in shore; the Cambrian on the weather bow of the Leander a short distance. After they had boarded the brig and schooner they kept firing at vessels in shore to bring them to, as we supposed. The Cambrian hove about first, the Leander reached under her lee, and tacked rather in shore of her wake, from the look of it, as well as we could see. The sloop was all this time lying to with her head to the southward and westward in shore; and the brig Sally, Pratt, was running down shore, nearly in the surf, before the wind; then the two ships hove about with their heads off. The Driver was to windward, between two and three miles, and made several vessels go down to the other ships to leeward. As the Leander went about I saw her fire two guns just in the act of staying. One shot we saw fall about forty or fifty yards, rather in shore, to the northward of the sloop; but I did not see the other fall.

Examined by the Court.

Q. You did not see any shot from the Leander strike the sloop?—A. No.

Q. Where were you situated with respect to the Leander at that time, and at what distance?—A. I was about a mile and a half, a mile and three quarters, or two miles, not quite so much as two), bearing about S. E. by E. We were pretty close in shore, less than half a mile, a little more than a quarter; I was within the middle.

Q. Was the Leander at the back of the middle?—A. Yes, I expect she must have hove about a quarter less four.

Q. What distance is the outer edge of the middle from the shore?—A. About two miles.

Q. Do you know what water the Leander draws?—A. I expect about twenty feet.

Q. How near could she stand in with safety on the back of the middle?—A. I think she could stand in to about a mile and a half of the shore; she was undoubtedly upon the middle.

Q. At that time of tide, how far could she have stood in on the middle, before she had taken the ground?—A. Not a quarter of a mile further than where she hove about.

Q. You frequently sound on the middle ground?—A. Yes, I have sounded there often.

Q. What is the width of the shoal part of the middle that will take up a ship drawing twenty feet?—A. To the northward it is wide, half a mile wide; but in the situation the Leander was then in, better than a quarter of a mile.

Q. Was the revenue vessel in sight of you at the time?—A. Yes, about half a mile off shore of us.

Q. Were her colours flying; her pendant up?—A. I think it was.

Q. Do you know what distance the jurisdiction of the States reaches from the shore?—A. No: I believe it is three miles.

Cross-examined by Captain WHITBY.

Q. Do you know Captain Whitby?—A. No.

Q. Do you know who commanded the Leander?—A. No.

Q. Did the Leander, after passing the Cambrian, fire previous to her tacking?—A. No, she fired in the act of tacking.

Q. Were any vessels lying to between the sloop and Leander?—A. None.

Q. Had there been any, must you have seen them?—A. Yes.

Q. What are the soundings on the outer edge of the middle ground?—A. Coming in from the eastward you have seven and six fathoms water bluish clay; then you have hard sand, gradual soundings till you get in shoal water.

Q. What are the general instructions for vessels of burthen coming from the southward to avoid going upon the middle?—A. I have seen many, but I generally tell them to keep about two miles from the shore, but I can keep nearer.

Q. At one o'clock, at the time you say the firing took place, how far was the Leander from the light house?—A. I cannot tell, she was some distance, perhaps about two leagues.

Q. Were any of the vessels fired at inside the Hook?—A. No.

Q. Could the Leander be a mile and a half outside the Hook, and without the buoys, without being on shore?—A. There are no buoys lay closer to the Hook outside than between two miles and a half and three miles.

Q. How could she be upon the middle ground, within a mile and half of the shore, and two leagues from the light-house?—A. At the time she first began firing she might be two or three leagues from the light-house.

Q. How long did the firing last?—A. Perhaps an hour.

Q. At the time the Leander is stated to be firing at the sloop, how did the light-house bear?—A. About N. W. of the Leander, perhaps three miles, or three miles and a half from the light-house.

Cross-examined by the Court.

Q. If you had charge of a ship drawing from 21 to 22 feet, how far should you feel yourself justified in standing in upon the middle ground?—A. A quarter less five at the very least.

Q. In those soundings what distance would you be from the shore?—A. From a mile and a half to two miles and a half.

Q. Do you mean to say it was a constant firing for an hour?—A. No, by no means; one ship fires, and then another.

Q. At what time do you say the firing was?—A. From two to four o'clock.

Q. Did you see any of the Leander's shot strike the shore?—A. No.

Q. If they had struck the shore would not you have seen it?—A. No, I was laughing, looking at the sloops.

Q. Would a 42-pound shot reach the shore from the Leander?—A. Yes, I expect it would.

Q. How long have you been pilot?—A. About twenty years, man and boy.

Q. During that period, has it been customary for British ships of war to cruise so close in with the bar at New York?—A. Never before.

Q. Have you ever known ships being fired at any where between Sandy Hook and Barnigan, so close to the shore?—A. No, never before last spring.

Q. When you were laughing at the sloops lying to, was it at their obstinacy in keeping their head from the Leander?—A. No, we expected they were frightened.

Examined by Captain WHITBY.

Q. Did you pilot the ship John about two years ago?—A. No.

Q. Do you recollect any firing about that time at the ship John from the Leander?—A. I recollect the circumstance, but do not know how close she was.

[To be continued.]

LAW INTELLIGENCE.

KING'S BENCH, GUILDHALL, LONDON, JULY 10.

GIBSON AND OTHERS *v.* THE HON. CAPTAIN BLACKWOOD.

THE plaintiffs were the owners of a privateer called the Eliza, of the port of Liverpool, and had obtained a protection from the Admiralty for 50 men and boys, provided their names and ages should be stated on the back of such protection. The defendant was captain of his Majesty's ship Orion, and sent Lieutenant Methuen to press the hands on board the Eliza, when the protection was shewn to him; but upon examining it he thought there were four men on board, whose names and ages not being truly specified were not within the protection. He therefore took those men, and carried them on board the Orion, and the Eliza was obliged to proceed to sea with a complement of 35 men, for which she had a letter of marque, short by the number of four men so impressed. She sailed in company with another ship, and took several prizes; but in consequence of being short four men, she received a considerable sum less, as her share of prize money, than she would otherwise have done. This sum was nearly 3000l. and the owners now brought an action against Captain Blackwood, to recover a compensation for the injury done to them.

The Defendant insisted that the ages of the men were not truly stated; and Lieutenant Methuen being called, said, that they were all four under-rated in point of age, two or three years, and there was some mistake as to their names.

Lord Ellenborough said that it was necessary that the names and ages should be fairly set out, so that the lieutenant might know whom to consider as the protected men; but yet he did not think it necessary to state them strictly. It was sufficient if there was no intention to defraud, and if the names and ages were such as the men themselves gave in to the owners. It would be for the Jury to say, whether Lieutenant Methuen could speak so positively to their ages as to say that they must be three years older than they were stated.

Verdict for the Plaintiffs, 2,888l. 10s. 6d.

COMMON PLEAS, JUNE 27.

DONELLY *v.* SIR HOME POPHAM.

THE plaintiff was a captain under the command of the defendant, on the expedition against Buenos Ayres, and brought his action to recover upwards of 2,000l. prize money, which he had paid to him in error. In the distribution of prize money, he had allowed Sir H. Popham's share as that of a flag officer, with the power of appointing a captain under him; but he afterwards found, that Sir Home had only the temporary rank of commo-

dore, without the power of appointing his captain; consequently the share of prize money was much less than it had been considered.

The Judge was of opinion, that the plaintiff had established his claim; and the Jury accordingly returned a verdict for the plaintiff, of 2004l. 17s. 3d. the sum overpaid.*

Promotions and Appointments.

Captain Winthrop, to command the sea fencibles at Dover; Captain Upton, to the Sybille; Lord G. Stuart, to l'Amiable; Captain C. Bullen, to the Volontaire (at Portsmouth); Captain Ravenshaw, to the Cherub; Captain Maxwell, to the Royalist; Captain J. Wolley, to the Captain; Captain Mackay, to the Druid; Mr. Ricketts, to be purser of the Theseus; and Mr. Bushell, to be purser of the San Antonio.

Captain Hancock is appointed to the Theseus, of 74 guns, at Spithead, *vice* Captain G. Hope.—She is fitting for the Hon. Admiral De Courcy's flag.

Captain Upton has taken the command of la Sybille; Captain Shipley, of la Nymphe; and Captain Heywood, of the Comus, at Portsmouth.

Captain W. J. Hughes is appointed agent for transports and agent for prisoners of war at Jamaica.

Captain Beresford has taken the command of the Theseus.

Admiral Montagu has struck his flag for a few days; and Sir Isaac Coffin has shifted his to the Royal William, as commander in chief.

Captain Adam Mackenzie is appointed to the Prince of Wales, Admiral Gambier's flag ship.

BIRTHS.

On the 8th July, the Countess of Northesk, of a son, in the Close, Winchester.

On the 26th July, the lady of J. Johnson, esq. surgeon in the royal navy, of a son and heir, at his house at Portsea.

MARRIAGES.

On 15th June, at Kingston church, Mr. Price, surgeon, of the royal navy, to Miss Elizabeth Ross, daughter of the late Lieutenant Ross, of the royal navy, and sister to Captain Ross, of his Majesty's ship la Pique.

On 7th July, at Wickham, Hants, the Rev. J. S. Rashleigh, rector of that parish, to Miss Stanhope, daughter of the late Hon. Admiral Stanhope.

At Greenwich, the Rev. T. Jones, rector of Radnage, Bucks, to Miss Cook, daughter of the Rev. John Cook, chaplain of Greenwich hospital.

---

* Sir Home Popham, it is understood, claims a share of the prize money arising from the capture of Buenos Ayres, as a flag officer, on the ground that Lord Barham had promised to make him a commodore, with the power of appointing a captain under him, and to send the commission after him. This, it seems, was neglected to be done; but Sir Home feels himself intitled to have his commission, as commodore, antedated, in support of his claim. Several petitions and memorials, by officers interested in the result, have been presented, both for and against the memorial of Sir Home Popham.

OBITUARY.

On the evening of the 27th of February, Captain R. Kent, of the royal marines, belonging to his Majesty's ship Canopus. He fell at the head of a small detachment of that *corps*, in an unsuccessful attack upon a strong hold in possession of the Turks, in the island of Prota, near Constantinople. He was the second son of Sober Kent, Esq. late mayor of Cork; and entered in the marine corps at a very early period of his life, in which he served with credit for twenty-six years. During the late war, he served on board la Pomone, under Sir J. B. Warren, Bart. and was with him in the Quiberon expedition. He afterwards was appointed adjutant of the division of marines; and served in that situation until the conclusion of the war. In the present contest he served as captain of marines on board the Venerable, of 74 guns, under the command of Captain John Hunter; and on the night of the 24th of November, 1804, was shipwrecked in her on the rocks in Torbay. During that tremendous night he never quitted his commander, but stood alongside of him on the broadside of the ship, with the sea breaking over them, until the whole of the crew were saved. After quitting the wreck, that part of it on which they stood was soon separated from the remainder, buried in the surf, and never more seen. He was then ordered to Ireland on the recruiting service; and on his return was embarked on board the Canopus. In landing upon the island of Prota, he advanced with his party towards the old monastery, seated upon an eminence, in which it was supposed there were only a few Turks; but in that he was deceived; for, upon his arrival at the foot of the hill on which it stood, he received a heavy fire from all parts of the building, through the windows, loop-holes, &c. Several of his people fell; but he rushed up the hill, at the head of his brave companions, and set fire to the gate of the monastery. Finding his force very inferior to that of the enemy, he directed a signal to be made for assistance. A severe conflict ensued, in which he continued animating his men until he received a ball through his head, which instantly deprived him of life.

On 17th May, on board his flag ship, the Canopus, at Alexandria, in Egypt, Sir Thomas Louis, Bart. K.M.T. and K.S.F. Rear-Admiral of the White.—After a short, but painful illness, of two days, he expired in the presence of Captain Shortland and Mr. Nicholson, his Captain and Secretary, in the forty-eighth or forty-ninth year of his age. The following particulars of his death have been transmitted in a letter from an officer of the Canopus:—"On the 16th of May, he was on shore walking, and complained to some of those around him of a little pain. On his return on board, he ate his dinner with his usual appetite, and went to bed in very good spirits, having felt much relieved during the evening, and expected a good night's sleep. Unfortunately he was again attacked about four in the morning of the 17th, and immediately medical advice, both from the army and navy, was sent for, his attendants being apprehensive of danger. The physicians and surgeons quitted the Canopus, and went on shore about noon, leaving the Admiral, in their opinion, free from all dangerous symptoms, and without any apprehension of a mortification taking place. About three o'clock, however, a great alteration for the worse was perceived, and the faculty were again immediately sent for to repair on board the Canopus. On their arrival at four o'clock, they gave over all hopes of the Admiral's recovery, as the mortification in his bowels had already taken place. He remained sensible, except a little wandering at times, to the last half hour, and breathed his last at ten o'clock that night."—At the close of the last year, Sir Thomas Louis had been despatched, by Lord Collingwood, to cruise, with a small squadron, off the entrance of the Dardanelles. In the month of February, he accompanied Sir J. T. Duckworth through that strait, returned with him, and afterwards proceeded to Alexandria; where, as we have just stated, he terminated his mortal career.—Thus has his country been left to bewail the loss of one of its ablest officers; his wife, that of a tender husband; his children, an affectionate parent; all his connexions, an endearing relation; and society, one of its brightest ornaments; for, in all the relative duties of life, he was by none surpassed.—The body of Sir Thomas Louis was conveyed to Malta, in his Majesty's sloop of war, the Bittern. Sir

Alexander Ball, his friend and associate in service, and Captain Schomberg, there saw his remains deposited, with all the honours due to his rank, by the side of the gallant Sir Ralph Abercrombie.

As soon as the melancholy intelligence of his death reached Exeter, the place of his nativity, the most general distress prevailed; and, at a meeting of the principal inhabitants of that city, a general mourning was resolved on, as a solemn and expressive tribute to his respected memory. At Plymouth, where he was much and generally beloved, a similar token of affection and regret was displayed; and all seemed eager to sympathise with Lady Louis, in the irreparable loss which she had sustained.

As a proof of the exalted estimation in which this friend and companion of the immortal Nelson was holden, it should be noticed, that it has been in the contemplation of the mayor and corporation of Exeter, not only to present his eldest son, John, the present Baronet, with the freedom of the city, but also to present it to each of his other sons, as they may successively come of age. Such a presentation would be honourable, as well to the givers as to the receivers.

We trust, however, that the surviving relatives of Sir Thomas Louis may experience, from a grateful country, a more solid remuneration for his numerous and extensive services. We know that there are letters of the late Lord Nelson in existence, which, were they to be published, would place the professional merit of this officer above all praise. Britain, in a spirit of unrivalled munificence, has provided for the family of Trafalgar's hero; and, were an appeal to be made to that tribunal, where valour and magnanimity experience "honour due," we could not doubt of the result.

Sir Thomas Louis embarked, as a midshipman, in the Fly sloop of war, in 1770; was made a lieutenant in the Bienfaisant, Captain Macbride, in 1777; was in Admiral Keppel's engagement with the Comte d'Orvilliers, in 1778; was made first lieutenant of the Bienfaisant, in 1779; was appointed prize-master of the Phœnix, Langara's flag ship, taken in 1780; made commander in the Mackworth, in 1781; served as the regulating-officer, at Sligo, in 1782; made post in 1783; was with Lord Nelson, at the battle of Aboukir, in 1798; was promoted to his flag in 1804; was in Sir J. T. Duckworth's engagement with the French fleet, off St. Domingo, in 1806; and, in the same year, was made a baronet.—Early in life he married Miss Belfield, a young lady of respectable family in the west of England. His eldest son, now Sir John Louis, is a post captain; and his youngest is intended also for the naval profession. He has two other sons, and three daughters.—For a portrait of Sir Thomas Louis, accompanied by full and accurate particulars of his professional life, the reader is referred to the *sixteenth* volume of *The* NAVAL CHRONICLE, page 177, *et seq.*

On 7th July, at Wandsworth, Mrs. Manaton, aged 86, mother-in-law to the late Rear-Admiral Ommanney, and grandmother to the present Captains J. and H. Ommanney, who resigned herself to the will of the Almighty, with that calmness which is so truly characteristic of a virtuous and pious Christian, and much respected by all her acquaintance.

On Sunday, 12th July, an exceedingly melancholy accident happened at Portsmouth:—Mrs. Greenway, wife of Lieutenant Greenway, of his Majesty's ship Plantagenet, went on board that ship, which was in dock, to see its various parts. On looking down the main-hole, she was suddenly seized with a giddiness, her foot slipped, and she fell down the main-hatchway into the hold; her head striking against the iron ballast, she was killed instantly. Her neck was dislocated, and her skull dreadfully fractured. The distressed feelings of her husband, who was present with her, cannot be described. She was lately Miss Maypowder, of Totness, and had been married about nine months.

On Thursday morning, 23d July, Lieutenant P. W. Wright, first lieutenant of his Majesty's ship Mermaid, put an end to his existence by shooting himself, on board that ship, at Spithead. The cause of his doing it is not known.

NAVAL COMMERCIAL REPORT.

NEW LLOYD'S COFFEE-HOUSE, 25TH JULY, 1807.

THE China ships are arrived in the Downs, under convoy of his Majesty's ship Nassau, viz.—Elphinstone, Winchelsea, David Scott, Alnwick Castle, Ceres, Walmer Castle, and Essex, from China; sailed the 7th of January: Euphrates and Sir William Bensley, from Bengal, left St. Helena the 4th May, under convoy of the Sir Edward Hughes, which fell in with the Nassau on the 24th May, to whom she gave the charge of the convoy, and returned to St. Helena; also the William Pitt, Botany-bay ship. Several passengers by the above fleet, bring the pleasing intelligence that the Blenheim, of 74 guns, Admiral Sir Thomas Troubridge, and the frigate which accompanied her, had weathered the storm, and were safe arrived in a bay in the island of Madagascar. A paper printed at Prince of Wales's Island mentions, that a Dutch line of battle ship was lately lost near Bantam, crew saved; and that a violent distemper was then raging at Cheribon, which had carried off several thousands of the inhabitants. Out of the great fleet sent out under Admiral Hartsink, there only remain a single line of battle ship and a corvette, the remainder has been totally destroyed in the roads of Batavia, by the squadron under the command of Sir Edward Pellew.

The number of ships now in commission amounts to 761, of which 139 are of the line, 20 from 50 to 44 guns, 172 frigates, 214 sloops, and 216 armed brigs. There are building 32 ships of the line, and several smaller vessels, which, together with the ships in ordinary, make the total amount of the British navy 1025 ships.

It appears by the return to the House of Commons, that there was last year a *decrease* in *ship-building* in Great Britain of 21,723 tons; and it is seriously apprehended, from the present state of the builders' yards, that there will be this year a much larger and more alarming deficiency.

As a proof of the extensive carrying trade of the Americans, in the Liverpool paper, there are 93 vessels advertised for freight, of which 77 are Americans, and only 16 British.

Letters have been received from the fleet under Vice-Admiral Lord Collingwood, off Cadiz, all of which agree, that the combined squadron, about twelve or thirteen sail of the line, are ready for sea; and it is supposed, if our fleet were by accident driven off their station, they would endeavour to make a grand push out to get through the Gut of Gibraltar, and form a junction with the Carthagena or Toulon squadron, or perhaps with both. But Lord Collingwood is ever on the alert, and his cruizing frigates form a line of communication from off Cadiz bay to his fleet in the offing, for the purpose of conveying information directly by telegraphic signals.

The expedition under command of Admiral Murray and General Craufurd, supposed for the River Plate, sailed from St. Helena 26th April.

We have the pleasure to announce the safe arrival of the fleet from Oporto, with a large quantity of Port wines, cotton, wool, &c. And on the 4th instant, sailed for Portugal and the Mediterranean, a large fleet, under convoy of the Imogene, S. W. from Falmouth.

The Jamaica fleet, consisting of 170 sail, under convoy of La Pique, is also safe arrived: about 90 ships belonging to London, are in the river; the remainder of this fleet were bound for Bristol, Liverpool, Lancaster, and Dublin; and all arrived safe at their respective ports.

In consequence of the Danish government having offered no interruption to our expeditions passing the Sound, the precautionary order given, in the first moment of alarm, by the British Consul at Altona, has been countermanded, as appears by the following note posted at Lloyd's Coffee-house.

TONNINGEN, *July* 8, 1807.

"The order given by the English Consul at Altona, for all British ships to leave this port, has been countermanded, and there is no reason to apprehend any thing in this quarter."

The whole of the ships of war destined for the Baltic, have reached the Downs. This force will be of a more formidable description than was at first mentioned; it will consist of at least 22 sail of the line, and a proportionate number of frigates and smaller vessels. The ships of war are expected to amount to about 40 sail, and the most happy result may be expected from this necessary effort of vigour, not merely for the sake of commercial interest, but for the honour and character of the country.

NEW LLOYD'S COFFEE-HOUSE, 25TH JULY, 1807.

PREMIUMS OF INSURANCE.

LONDON to	
The East Indies	£6 per cent.
Out and home	12
Jamaica	8 guineas, ret. 4l.
Leeward Islands	Ditto
Musquito shore	10 ditto.
America (their ships)	3 ditto.
Ditto (British ships)	10 ditto, ret. 5l.
Newfoundland	6 ditto.
Greenland, (out and home)	8 ditto.
Southern Fishery (ditto)	20 ditto.
Mediterranean,	10 ditto, ret. 5l.
Lisbon and Oporto	6 ditto, ret. 3
Stockholm	4 ditto, ret. 2
Gottenburg	3 ditto, ret. 1l. 10s.
Tonningen (Neutrals)	2 ditto.
Dublin, Waterford, Cork, Newry, or Belfast,	2½ ditto.
Limerick or Galway	3 ditto.
Bristol, Wales, Chester, Liverpool, Whitehaven, &c.	2 ditto.
All parts of Scotland	1½ ditto.
Hull or Gainsborough	1½ ditto.
Guernsey, Jersey, or Alderney	2 ditto.
JAMAICA to	
The American States	10 guis. per cent.
Quebec or Montreal	12 ditto.
Newfoundland	12 ditto.
London, Liverpool, Bristol, Dublin, Cork, &c.	20 ditto, ret. 5l.
LEEWARD ISLANDS to	
Quebec, Montreal, Newfoundland, &c.	20 ditto, ret. 5l.
American States	12 ditto.
Cork, Waterford, or Dublin	8 ditto, ret. 4l.
Bristol, Chester, Liverpool,	Ditto.
NEWFOUNDLAND to	
American States	5 guineas.
Jamaica and Leeward Islands	25 ditto.
Lisbon or Oporto	10 ditto, ret 5l.
Plymouth, Dartmouth, Exeter, &c.	8 ditto, 4l.
Bristol, Liverpool. &c.	ditto, ditto.
Dublin, Cork, &c.	ditto, ditto.
Portsmouth, London, &c.	ditto, ditto.
QUEBEC to	
Great Britain or Ireland	10 ditto, ret. 5l.
DENMARK or SWEDEN to	
Bengal or China	5 ditto.
Out and home	7 ditto.

ROYAL EXCHANGE, LONDON, 26TH JULY, 1807.

* COURSE OF EXCHANGE.

Amsterdam	36 2
Ditto, at sight	35 6
Rotterdam	11 6
Hamburgh	34 7
Altona	34 8
Paris	24 10
Bourdeaux	24 10
Madrid	38 0¼
Cadiz	38 0¼
Bilboa	37 0¾
Palermo	92
Leghorn	50
Genoa	45½
Venice	52
Naples	42
Lisbon	63¾
Oporto	64½
Dublin	10¾
Cork	11½
Agio of the bank of Holland	5¾ per cent.

PRICES OF BULLION.

Portugal Gold, Coin and Bars,	per oz.	£4 0 0
New Dollars	ditto	0 5 5
Silver in Bars, standard	ditto	0 5 6

---

* As an explanation of the Course of Exchange may be useful to our naval readers, we here subjoin it, viz.

Amsterdam	*gives*	36 schillings Flemish	*for* one pound sterling.
Rotterdam	——	11 florins current	—— ditto.
Hamburgh and Altona	——	34 schillings Flemish	—— ditto.
Paris, Bourdeaux, &c.	——	24 livres or francs	—— ditto.
Madrid, Cadiz, and Bilboa	*receives*	38¼ pence sterling	—— one dollar of exchange.
Genoa and Leghorn	——	50 pence sterling	—— one pezza of 8 reals, or pezza fuori banco.
Venice	*gives*	52 lire piccole	—— one pound sterling.
Naples	*receives*	42 pence sterling	—— one ducat di regno.
Lisbon and Oporto	——	63¾ pence sterling	—— one milre.
Dublin, Cork, &c.	*gives*	10¾ pounds Irish	—— £100 British sterling.

The Agio of the Bank of Holland is the difference between *Banco Money of Holland* and *Cash or Current Money*, the former being better than the latter.

THE NAVAL PRICES CURRENT OF MERCHANDIZE. London, 25th July, 1807.

☞ B. *stands for Barrel*—Bt. *for Butt*—C. *for Cwt.*—F. *for Fodder*—Ft. *for Foot*—H. *for Hundred*—L. *for Load*—P. *for Pipe*—Ti. *for Tierce*—T. *for Ton.*

		per	from l.	s.	d.	to l.	s.	d.
PITCH. -	British - -	C.	0	12	0	0	13	0
	Swedish - -	C.	0	12	6	0	13	6
	American - -	C.	0	11	0	0	12	0
TAR. - -	Stockholm - -	B.	1	7	0	1	8	0
	Archangel - -	B.	1	6	0	1	7	0
	American - -	B.	1	2	0	1	3	0
ROSIN. - -	British black -	C.	0	12	0	0	13	6
	Ditto yellow - -	C.	0	13	0	0	14	6
	American black -	C.	0	9	0	0	10	0
	Ditto yellow - -	C.	0	10	0	0	11	0
TURPENTINE.	American - -	C.	1	1	0	1	2	0
OIL.	Linseed - -	T.	42	10	0	44	0	0
	Newfoundland Cod -	T.	24	10	0	26	0	0
LEAD. - -	In pigs - -	F.	34	0	0	0	0	0
	In bars - -	T.	36	0	0	0	0	0
	Milled or sheet -	T.	38	10	0	0	0	0
COPPER. -	Foreign -	C.	7	7	0	0	0	0
	Unmanufactured -	C.	7	14	0	0	0	0
	Manufactured -	lb.	0	1	6	0	1	7
TIN. - -	In bars - -	C.	6	8	6	0	0	0
	In blocks - -	C.	6	6	0	0	0	0
IRON. - -	British bars - -	T.	16	0	0	17	10	0
	Old sable - -	T.	21	10	0	24	0	0
	New sable - -	T.	20	15	0	23	0	0
	Swedish - -	T.	25	0	0	26	0	0
HEMP. - -	Riga Rhine - -	T.	66	0	0	0	0	0
	Ditto outshot - -	T.	63	0	0	64	10	0
	Petersburg clean -	T.	65	0	0	66	0	0
	Ditto outshot - -	T.	62	0	0	63	0	0
	Ditto half clean -	T.	58	0	0	0	0	0
	Ditto codilla - -	T.	32	0	0	33	0	0
BRIMSTONE.	Rough - -	T.	21	10	0	24	0	0
	Foreign roll - -	T.	30	10	0	32	0	0
FLAX. -	Riga - -	T.	69	0	0	70	0	0
	Petersburg - -	T.	72	0	0	73	0	0
SALTPETRE.	East India rough -	C.	2	15	0	2	17	0
	British refined -	C.	3	3	0	3	4	0
TIMBER. -	Dantz. 3 inches by 40 feet.	L.	8	8	0	0	0	0
	Ditto fir - -	L.	8	8	0	0	0	0
	Memel fir - -	L.	7	5	0	7	10	0
	Riga fir - -	L.	8	0	0	8	5	0

		per	from l.	s.	d.	to l.	s.	d.
BEEF. -	Irish mess - -	Ti.	5	18	0	6	5	0
	India - -	Ti.	7	10	0	8	8	0
PORK. -	Irish mess - -	B.	4	12	0	4	16	0
	India - -	T.	7	10	0	8	0	0
BUTTER. -	Rose, Cork - -	C.	5	8	0	5	12	0
	Waterford - -	C.	5	8	0	5	10	0
CHEESE. -	Foreign - -	C.	None.			0	0	0
WINE. -	Port - -	P.	88	0	0	95	0	0
	Sherry - -	Bt.	88	0	0	98	0	0
	Lisbon - -	P.	86	0	0	90	0	0
	Madeira - -	P.	88	0	0	120	0	0
	Claret - -	Hhd.	84	0	0	90	0	0
SPIRITS. -	Arrac - -	Gal.	1	1	0	1	4	0
	Cog. Brandy - -	Gal.	1	0	3	1	0	6
	Spanish ditto - -	Gal.	0	18	3	0	18	9
	Jamaica Rum -	Gal.	0	15	9	0	17	6
	Leeward Island, ditto -	Gal.	0	14	9	0	16	6
	Hollands - -	Gal.	1	0	6	1	1	0
WEST INDIA PRODUCE, &c.								
RUM. -	Jamaica - -	Gal.	0	3	4	0	3	10 } On board.
	Leeward Island -	Gal.	0	2	10	0	3	6 }
SUGAR.	Jamaica - -	C.	2	12	0	3	19	0
	Barbadoes, &c. -	C.	2	11	0	3	19	0
	Ditto fine clayed -	C.	3	8	0	4	18	0
COFFEE. -	West India - -	C.	5	0	0	7	10	0
	Mocha - -	C.	7	0	0	7	5	0
COCOA. -	West India - -	C.	4	5	0	6	14	0
COTTON. -	Ditto - -	lb.	0	1	3	0	1	9
GINGER. -	Jamaica - -	C.	2	18	0	3	5	0
	Barbadoes - -	C.	4	2	0	4	10	0
TAMARINDS. -	- - - -	B.	4	8	0	4	15	0
LOGWOOD.	Jamaica - -	T.	13	0	0	14	0	0
	Honduras - -	T.	14	5	0	15	10	0
MAHOGANY.	Jamaica - -	Ft.	0	1	1	0	2	1
	Honduras - -	Ft.	0	1	2		1	10
HIDES. -	Buenos Ayres - -	lb.	0	0	5	0	0	7
	West India - -	lb.	0	0	5¼	0	0	8
IVORY. -	Elephants' Teeth -	C.	31	10	0	36	0	0
	Ditto Scrivelloes -	C.	20	0	0	26	0	0
COCHINEAL.	Spanish - -	lb.	1	2	0	1	11	0
	East India - -	lb.		3	0	0	6	0

N. B. The Duty on Rum is 11s. 3¼d. per gal.—on Sugar, 27s. per cwt.—on Coffee, 64s. per cwt.—on Cocoa, 25s. 4d. per cwt.—on Cotton, 16s. 10d. per 100lb.—on Ginger, 19s. 0¾d. per cwt.—on Tamarinds, 38s. 0½d. per cwt.—on Logwood, 7s. 5½d. per ton—on Mahogany, 108s. 8d. per ton—on Hides, 8½d. per Hide—on Elephants' teeth, 63s. 10½d. per cwt.—on Spanish Cochineal, 1s. 1½d.; and East India ditto, 5½d. per lb.

CHARLES HOWARD

E.L OF NOTTINGHAM.

Lord High Admiral of England.

Published Aug.t 31.st 1807 by J. Gold 103 Shoe Lane London.

BIOGRAPHICAL MEMOIR OF

CHARLES HOWARD, EARL OF NOTTINGHAM,

K. G. AND LORD HIGH ADMIRAL OF ENGLAND, IN THE REIGN OF QUEEN ELIZABETH.

"*Afflavit Deus et dissipantur.*"

"The power that he already hath in Gallia
Will soon be drawn to head, from whence he moves
His war for Britain." SHAKSPEARE.

AS our inimitable poet has expressed himself,

"The slave, a member of the country's peace,
Enjoys it; but in gross brain, little wots
What watch the King keeps to maintain the peace,
Whose hours the peasant best advantages!"
HEN. V.

At a period, such as the present, when we are likely to be again annoyed by the threats of invasion, from the hostile shores of France, it is pleasing to revert to past ages; to dwell upon the exploits of those to whom our ancestors looked up—nor looked up in vain—for protection and deliverance. As Englishmen, we cannot but feel an honest pride, a generous ardour glowing in our veins, when we reflect upon the glorious days of Elizabeth; who, "though she had but the body of a weak and feeble woman, yet had the heart of a king; and of a king of England too; and thought foul scorn, that Parma or Spain, or any prince of Europe, should dare to invade the borders of her realms!"

France, it is true, is not now what Spain was two hundred and twenty years ago, the first naval power in Europe; yet there are circumstances, which at the present epoch, render the Spanish armada, and its glorious defeat by the British, objects of very considerable interest.—Under this impression, and from motives which will hereafter appear, we have selected the Earl of Nottingham, as a fit subject for biographical illustration.

The highest respect is due to the illustrious line of the Howards. All that can be claimed by genius, valour, patriotism, and exalted services, is exacted by the virtues, the talents, and the actions of this noble house.—Their first recorded ancestor is Edward Howard, judge of the court of Common Pleas in the times of Edward the First, and his successor Edward the Second. By the favour of Edward the Fourth, John, a descendant of this magistrate, was made Lord Howard: in the reign of Richard the Third, he was advanced to the dukedom of Norfolk; and he fell, in defence of his latter patron, in the battle of Bosworth Field. Thomas, the son of John, notwithstanding the attachment of his parent, was much favoured by Henry the Seventh, who restored him to the earldom of Surrey, a distinction which had been procured for him under Richard the Third, but of which he had been deprived by the vicissitudes of civil war. Thomas, who must be considered as the founder of his family's prosperity, was also highly esteemed by Henry the Eighth. He married Elizabeth, the daughter and sole heiress of Sir Frederick Tilney, and widow of Humphrey Bouchier Lord Beners; by whom, amongst eleven children, he had Sir Edward, and Sir Thomas Howard, who each, in succession, had the honour of being Lord High Admiral of England.—After the death of the lady Elizabeth, Thomas, denominated, *par excellence*, the Great Duke of Norfolk, married Agnes, the daughter of Sir Philip Tilney, who brought him two sons and four daughters. Of these, Lord William Howard, afterwards Baron of Effingham, and Lord High Admiral of England, was the eldest. This was the spirited commander, who, in the reign of Mary, when Philip, King of Spain, entered the Narrow Seas, with the Spanish flag in his main-top, saluted him with a shot, and obliged him to take in his colours!

Charles, the immediate object of our notice, was the eldest son of Lord William Howard, by a second marriage. Margaret, the daughter of Sir Thomas Gamage, of Glamorganshire, was his mother. He was born towards the close of the reign of Henry the Eighth, in the year 1536. From the active situation of his father, who, as we have seen, was Lord High

Admiral to Queen Mary, his youth was not suffered to pass away in indolence; on the contrary, he served under the immediate eye of his parent, in several expeditions which preceded the accession of Elizabeth.

The reign of this princess was peculiarly auspicious to the naval interests of Britain. Soon after her accession, she promoted an increase of the marine, by building some ships, and by encouraging merchants to build large trading vessels, which, on occasion, might be converted into ships of war. The navy being her peculiar care, she directed a most exact survey to be made of it; instituted a strict inquiry into the causes of its decay, and the surest means by which it might be recovered; issued orders for preserving timber fit for ship-building; caused her magazines to be filled with stores; ordered a considerable number of brass and iron cannon to be cast; passed an act for the better regulation, maintenance, and increase of the navy; appropriated a part of her revenue, to the amount of 9,000*l.* a year, to its ordinary supply; augmented the salaries of her naval officers; raised the wages of the seamen; held out every possible encouragement to such of the young nobility as evinced an inclination for the sea service; and drew over foreigners, skilled in the art of navigation, to instruct her people. Even during the time that Spain was providing her "*invincible*" armada, of which we shall presently have occasion to speak, she was assiduously employed in cherishing the commerce and naval power of England. Harrison, in his *Description of Britain*, printed in the year 1577, says:—"The queen's highness hath at this time already made and furnished, to the number of one and twenty great ships, which lie for the most part in Gillingham Road.* Beside these, her grace hath other in hand also; she hath likewise three notable galleys, the Speedwell, the Tryeright, and the Black Galley, with the sight whereof, and the rest of the navy-royal, *it is incredible to say how marvellously her grace is delighted.*—I add, to the end all men should understand somewhat of the *great masses of treasure* daily employed

* Close by Chatham.

upon our navy, how there are few merchant ships of the first and second sort, that being apparelled and made ready to sail, are not worth one thousand pounds, or three thousand ducats at the least, if they should presently be sold.—What then shall we think of the navy-royal, of which some one vessel is worth two of the other, as the shipwright has often told me?"

Thus did Elizabeth nobly acquire the glorious title of the *Restorer of Naval Power, and Sovereign of the Northern Seas!*—A considerable quantity of gunpowder was also made in her reign; but the opinion, that that was the first which had been manufactured in this country is erroneous; it having been ascertained that gunpowder was made in England, at least as early as the year 1552.

By such a sovereign, whose powers of discrimination were equal to her zeal for the public good, it was truly honourable to be noticed. Elizabeth's favour was, at an early period, conferred upon young Howard. In 1559, the year after her accession, on the death of Henry the Second, husband of Mary Queen of Scots, she sent him upon an embassy to France, to condole with the new monarch, Francis the Second, and to congratulate him on his succeeding to the throne.

After his return from this mission, he was elected, in 1562, one of the knights of the shire for the county of Surrey; and, in 1569, he served as general of the horse, under the Earl of Warwick, in the army which was sent against the Earls of Northumberland and Westmoreland, then in rebellion.

In 1560 he was again employed in the navy; being commissioned to escort the Princess Anne, of Austria, daughter to the Emperor Maximilian, over the British seas, to Spain.

In 1571, this nobleman was a second time elected as one of the representatives of the county of Surrey, in parliament; and, on the 12th of January, in 1572, he succeeded his father in his title and estate.* His lordship was now made chamberlain of the household, a post which his father had formerly enjoyed;

* William Lord Effingham, at the time of his death, held the office of Lord Privy Seal, and was much in favour with the queen.

and on the 24th of April, 1573, he was installed a knight of the garter.

Of Lord Effingham's public life, nothing farther is known, till the year 1585; when, on the death of the Earl of Lincoln, he was appointed Lord High Admiral of England. To this office he came with the general approbation of the people, and highly to the satisfaction of the seamen, by whom he was much beloved. At this time the Spaniards had commenced their formidable preparations for invading England. The appointment of Lord Effingham was therefore the highest compliment which could be paid to his talents, and to his patriotism. To his judgment and prowess was confided the safety of his sovereign and of the nation.

Numerous and contradictory are the accounts which have been given of the Spanish force, and of its defeat and dispersion by the English. Without attempting to reconcile the differences of rival historians, we shall extract the brief statement of Colliber, from his well-known, though scarce, *Columna Rostrata;* and shall afterwards present some curious and authentic documents, with which the public are very slightly, if at all, acquainted.

The power of Spain, after the conquest of the Moors of Grenada by Ferdinand (who by his marriage with Isabella had united the two kingdoms of Castile and Arragon), became very considerable. But the Spanish navigation and sea forces were soon prodigiously increased by the acquisition of Naples, and the best part of America, which was discovered in his time: after which the noble victory of Lepanto, in the reign of Philip II. gained over the Turks by Don John of Austria, added much to the power, but more to the reputation of the Spanish fleets.

Besides a great number of gallies (which were usually employed in the Mediterranean), the force of Spain, at sea, consisted chiefly in a sort of tall ships, called galleons. Many of these galleons were of a prodigious bulk, and in general their sides were too high to admit easily of boarding, as well as too thick to be pierced at a distance by the English cannon. On the contrary, the ships of the English royal navy, being at that time very light and mounted with smaller pieces, could discharge more nimbly, and

were more easily governed than the monstrous galleons of the enemy. But besides the galleons, there was another sort of vessels which helped to compose the Spanish fleets, called galliasses. These were a middle sort, between gallies and galleons, partaking of the form and advantages of both. Their prows and sterns, like those of gallies, were provided with large cannon; and their sides winged with three banks of oars; but between the banks, and likewise between the single oars, there were port-holes, furnished with cannon, after the manner of the galleons. This sort of vessels was first used by the Venetians in the battle of Lepanto, and contributed not a little to the ruin of the Turkish fleet.

King Philip had (according to Strada*) been forming a design against England ever since the year 83: for which purpose he had caused exact draughts of the sea-coasts and ports to be taken and transmitted to him. But the execution of this design he wisely deferred till the year 88, when France being embroiled by civil dissentions, was rendered incapable of assisting the English. And to render the English less capable of defending themselves, it is said he politicly procured the German and Italian merchants to hire their stoutest ships for long voyages.

The armada or fleet designed for the invasion of England consisted of an hundred and thirty-five large ships, part gallies, part galliasses, but most galleons, and about forty transports and tenders, which, according to the Spanish list, were manned with seven thousand four hundred and forty-nine (or, as some say, twelve thousand) sailors, and eighteen thousand eight hundred and fifty-seven soldiers, besides five or six hundred Spanish noblemen and gentlemen volunteers.

This fleet, which set sail from Lisbon about the middle of May, under command of Alphonso Perez de Gusman, Duke of Medina Sidonia, was soon after attacked by a violent storm off Cape Finisterre, and so dispersed, that scarce a third part kept together. But the scattered ships having at last joined the body of the fleet at the Groyn, they set sail the second time about the middle of June, and on the 20th they passed by Plymouth, being followed from thence by the English fleet, consisting of near an hundred sail. June 21, the English came up with the enemy, and engaged within musket-shot; on which occasion a bloody combat happened between the Lord Charles Howard, the English admiral, and the Spanish vice-admiral. June 22, the fight was renewed, and Sir Francis Drake, the English vice-admiral, with his usual bravery,

* De Bello Belg. L. 9. Dec. 2.

engaged and made himself master of the galleon of Don Pedro de Valdez, with a booty of fifty-five thousand ducats of gold. Another great galleon, commanded by Ocquendo, was burnt, and a third stranded on the French coast. The following day, the Spaniards coming over against Portland, there happened a sharp engagement, wherein the English took a large Venetian ship, with several lesser vessels. June 24, there was only some firing at a distance. The next day the English being reinforced with a squadron of ships from London, near the Isle of Wight, there was terrible cannonading between the two fleets; in which engagement divers of the galleons suffered much, and one of the lightest English ships, commanded by Captain Cock, was sunk, bravely fighting in the midst of the Spanish fleet. June 28, as the Spaniards lay at anchor near Calais, the English admiral having filled eight of his worst ships with combustible materials, and charged their cannon with bullets, stones, chains, &c. sent them into the midst of their fleet; where taking fire, the flames (which seemed to rise out of the sea) so terrified the enemies in the dead of the night, that raising a hideous cry, they cut their cables and drove away in great confusion; and it blowing a hard gale, divers of them, by running foul of each other, were sunk; others were forced among the sands on the coast of Flanders, and lost. June 29, the Spaniards, ranging themselves again in order, approached Greveling, near which place there happened another engagement, wherein a large galleass, commanded by Don Hugo de Monçada, being disabled, drove ashore near Calais, and was plundered by the English; but the ship and guns fell to the share of the governor of Calais. One of the largest galleons of Biscay, being driven on the sands near Flushing, in Zealand, was taken by the Dutch, as was likewise another, commanded by Don Diego Pimentel. At this time the whole fleet of the enemy was in the extremest danger, driving towards the shallows, to its apparent destruction; whereupon the English, to avoid sharing the same fate, were obliged to give over the chase. In the mean while, the Dutch with thirty-five ships, lay near Dunkirk, to keep in the Duke of Parma, who, with a number of transports, and about thirty thousand men, was ready to join the Spanish fleet. On the 30th the enemy, by a sudden shifting of the wind, having escaped the danger of the shallows, and despairing of being joined by the duke, spread all their canvass, and made away to the northward, being followed almost as far as the coast of Scotland by the English fleet. In their flight, to save their water, they threw all their horses and mules overboard.

Passing round Scotland and Ireland, they were attacked by violent tempests, by which many of their largest ships were stranded on the Irish and several on the Scottish shore: others were driven to the coast of Norway, and some into the English Channel, whereof divers were taken by the English, some were taken by the Rochellers, and some were forced into Newhaven. So that of this mighty fleet, which the pope had christened invincible, no more than fifty-three ships are said to have arrived with much difficulty in the ports of Spain. And though the Spanish writers* extenuate the matter, confessing the loss of only thirty-two of their great ships, and about ten thousand of their men, yet the consequence hath shewn that this defeat was no less fatal to the Spanish naval power, than that of Lepanto was to the Turkish.

In proportion to the hope of success, is the disappointment of failure; and it will readily be believed, that from the defeat of the vaunted armada, the chagrin of Spain must have been of the deepest impression. Before the flotilla left Lisbon, the effusions of the Spanish poets were as numerous, and as confident, as those which we have heard in our own country, in defiance of the threats of Buonaparté. In a little song, for which we are indebted to Lord Holland's *Life of Lope de Vega*, the Spanish Shakspeare, is the following passage, alluding to the armada, which amusingly shews how general the expectation of success must have been. A little girl, speaking to her playfellow, says:—

Mi hermano Bartolo
se va a Ingalaterra,
a matar al Draque,
y a prender la Reyna,
y a los Luteranos
de la Bandamessa:
tiene de traerme
a mi de la guerra,
un Luteranico
con una cadena,
y una Luterana
a senora aguela.

---

* Strada, de Bello Belg. Lib. 9. Dec. 2.

The following translation of these lines will convey a tolerable idea of their point to the English reader:—

My brother Don John
To England is gone,
To kill the Drake,
And the queen to take,
And the heretics all to destroy;
And he will give me,
When he comes back,
A Lutheran boy,
With a chain round his neck;
And our Lady Grandmamma shall have
To wait upon her a Lutheran slave.

This may be regarded as an effusion of the *playful* muse: the succeeding lines, from Gonzara's Ode upon the Armada, breathe the bitterness of bigotry, and national hatred:—

How art thou doom'd to everlasting shame
For her accursed sake,
Who for the distaff dares to take
The sword and sceptre in her bastard hand!
She-wolf libidinous, and fierce for blood,
Thou strumpet offspring of the adulterous bed,
Soon may avenging heaven hurl down
Its lightning-vengeance on thy impious head!

Without entering into the contrarieties of different authors, as to the respective force of the belligerent powers, we shall here transcribe, from one of the records in the Tower, the following

Relation of the Spanish Armado, which departed from Lisborne, the 30th of May, 1588, *Stilo nuovo, even as it is certified from Lisborne.*

First,	Great hulkes	40
Item,	Gallions	60
Item,	Great shippes	30
Item,	Galliasses	4
Item,	Galleys	8
Item,	Pinasses	24
	In all	166

Item,	Castillians, soldiers	16,000
Item,	Portingalls ..do	3,000
Item,	Mariners	6,128
Item,	Pionners	2,000
	In all, of men	27,128

In the same armado, there cometh friars 180
In all the saide armado there is of artillery pieces 1493
The general of the armado, the Duke de Medina Sidonia.
There cometh also, in the same, the Prince Dascoli, as comander, the Conte de Feuntes, the Conte de Paredes.
Item, 25 Knights of the second order, being sonnes and brothers to Marquisses and Earls.

The above is extracted from a work lately compiled, by order of his Majesty, from the unpublished records in the Tower, entitled, "*Report of the Arrangements which were made for the internal Defence of these Kingdoms, when Spain, by its Armada, projected the Invasion and Conquest of England, &c.*" The source from which it is derived stamps the document as authentic; and, as the "*Report*" alluded to has never been regularly before the public, our extracts, it is presumed, will be the more acceptable.—The following, from the same compilation, is a statement of the number, bulk, &c. of ships, then in England, agreeably to official returns, destined to oppose the armada:—

Total number of ships, 100 to 240 tons		177
Of these London had	60	
Newcastle on Tyne	17	
Hull	11	
Bristowe	9	
Total number of ships, 80 to 100 tons		74
Of these London had	23	
Newcastle	8	
Hull	7	
Bristowe	1	
Hoys, barks, and under 80 tons		1383
Of these London had	44	
Newcastle had	121	
Hull	8	
Bristowe	9	
		1634

The coast counties, including London, report

Masters	1,488
Mariners and Seamen	11,515
Fishermen	2,299
Wherrymen	957

An Abstracte.

	Men.
34 of Her Majesties Shippes, greatte and small	6,264
34 Marchants Shippes with Sir F. Drake westward	2,394
29 Shippes and Barques, paid by the Citie of London	2,140
33 Shippes and Barques, which is Victuallers, under the Lord Admyrall	1,561
19 Coasters, greate and small, under the Lord Admyrall, paid by the Queen	943
23 Coasters, under the Lord Henry Seymour, paid by the Queen	1,093
23 Voluntarye ships, great and small	939

Totallis { 195 Shippes. 15,334 Men.

For some time Lord Effingham had been cruising between England and Flanders. When he understood that the fleet of the enemy was at sea, he left Lord Henry Seymour, with a squadron, to watch the Duke of Parma, and made for Plymouth, where he formed a junction with Sir Francis Drake, whom he constituted his vice-admiral, on the 23d of May. Having completely victualled his fleet, he put to sea about the 30th, and remained for some time sailing up and down, within the Sleeve, between Ushant and Scilly; but by stress of weather he was soon compelled to return to Plymouth. It was about this time that the armada suffered severely by a storm; a circumstance which, had it not been for the firmness and perseverance of the lord admiral, might have proved fatal to the English. Conceiving the armada to have been completely disabled, the secretary, Walsingham, signified the queen's pleasure to his lordship, that he should leave four of his largest ships in port. Alleging the danger of credulity, he however retained the ships; observing, that he would rather keep them out at his own expense, than that the nation should incur so great a hazard.

Finding that the coast was clear, his lordship determined to take advantage of the first north wind, to pass over towards Spain, thinking it probable that he might thus fall in with the enemy's fleet, in a dispersed and crippled state. He accordingly left Plymouth, between the 8th and 10th of June; but appears to have been somewhat thwarted in his object by councils at home. He reached the coast of Spain within about forty leagues; and then, the wind chopping round to the southward, he returned to England on the 12th of the month. On the 15th he wrote the following letter; which must at once be regarded as a literary curiosity, as developing his particular opinion respecting the plans and intentions of the Spaniards, and as displaying his character in a national, a political, and a military point of view. It is extracted from the "*Report*," &c. already mentioned.

S^r. *15th June,* 1588.

Within three houres, after I had written my letter, which herewith I send you, I receeaved your letter of the 9th of this present, by a pursuyvante, which letter I doe not a litle mervaile at; for therby you signifie, that Her Ma'tie perceavinge, by a letter I sent you, heretofore, that I was mynded to goo on the coaste of Spaine, to the Iles of Bayone, her pleasure is, that I shold not goe so far, but only, of and on, betwixte the coaste of Spaine and Englande, lest the Spanishe fleete shold com into the heighte of 50, and then should bend theire course directlie to this realme. Sr. For the meaninge we had, to go on the coaste of Spaine, it was deepely debated by those, which the world dothe judge to be men of the greatest experience, that this realme hath, which are theise Sr. Fra. Drake, Mr. Hawkins, Mr. Frobisher, and Mr. Thos. Fenner; and I hope Her Majestie will not thinke, that we wente soe rashlie to work, or without a principall and choice care, and respecte of the saftie of this realme, we wold goe on the coaste of Spaine, and, therfore, our grounde was, first to look to that principall. And yff we founde they did but linger on theire owne coaste, or that they were put into the Isles of Bayone, or the Groyne, then we thought, in all menne's judgements, that be of experience here, it had bin moste fit, to have soughte some good waie, and the sureste we cold devise (by the good protectione of God) to have defeated them. For this we considered, that the Spanishe forces, beinge for so long time victualled, as they are,

mighte in very good policie, detract time, to drive us to consume oure victualles, which, for any thinge we can see, is not to be supplied againe, to serve the turne, by all the meanes that Her Majestie, and all you can doe. And if Her Ma'ty doe thinke, that she is hable to detracte time, with the Kinge of Spaine, she is greatlie deceaved, whiche may breed her greate perill. For this abusinge of the treaty of peace dothe playnelie shewe, howe the Kinge of Spaine will have all thinges perfecte, as his plote is layed before he will proceede to execute. I am persuaded, he will see the Duke of Gwise bringe the French K. to his purpose, before he will assaile. Yf his intention be soe, I praie you, when our victualles be consumed, in gasinge for them, what shall becom of us. Whether this may not breade moste greate danger and dishonour, I leave it to Her Ma'tis. wisdome; but if yt shold fall out soe, I wold I had never bin borne; and soe I am sure, many heare wold wishe, noe lesse, on theire owne behalfe. And if we were tomorrowe, next on the coast of Spaine, I wold not land, in any place, to offend anye, but they shold well perceave, that we came not to spoyle, but to seeke oute the greate force, to feighte with them; and soe shold they have knowne by message, which shold have bin the surest waie, and most honourable to Her Majestie; but nowe, as by your derectione, to lye, of and on, betwixte Englande and Spaine, the south west wind that shall bringe them to Scotland or Ireland, shall put us to the leewards. The seas are broade; but if we had bin on their coaste, they durst not have put of, to have left us on theire backs; and when they shall come, with the southwesterly wind, which must serve them, if they goe for Irelande or Scotlande, though we be as highe, as Cape Cleare, yet shall we not be hable to goe to them, as longe as the wind shal be westerlie. And if we lye so highe, then may the Spanishe fleete beare, with the coaste of France, to come for the Isle of Weighte, which for my parte, I thinke, if they come to Englande, they will attempt, then are we cleane oute of the waye of any service againste them. But I must, and will obeye; and I am glad, there be such there, as are hable to judge, what is fitter for us to doe, than we here; but, by my instructions which I had, I did thinke it otherwise; but I will put them up in a bag; and I shall most humblie praye Her Majestie to thinke, that that which we ment to doe, was not rashlie determyned, and that which shall be done, shall be most carefully used by us; and we will followe and obey Her Majestie's commandements. But if we had bin nowe, betwixte Spaine and Englande, we had bin but in hard case, the

storme beinge soe stronge, and continueinge so longe as it hathe don; but, upon the coaste of Spaine, we had had a land wind and places of succor. We ment not to have spoyled any towne or village, onely we muste, of necessitie, water; and when we lie, betwixte both coastes, we muste come to this coaste to water, for soe we are enjoyned; and if the winde doe not serve us, to com on our owne coaste, then in what case shall we be, nowe that we must not goe on the coaste of Spaine.

We laie 7 daies in the Sleeve, which was as longe as we cold contynue there, without danger, as the winde was; and if som had bin with us, they should have seene, what a place of danger it is, to lye, of and on, in. Sr. You knowe it hath bin the opinion, bothe of Her Majestie and others, that it was the sureste course, to lye on the coaste of Spaine. I confess my erroure, at that time, which was otherwise; but I did, and will yeald, ever unto them of greater experience; yet you knowe, it was thoughte by Her Majestie, that we might go into Lisbone to defeat them, which was the strongest place. Therfore, I thought, that if we had hard, that they had bin at the Iles of Bayone, or in the Groyne, which was 10 times more easie to defeate them in, I thinke it wold have bin good service. But Sir, I will perswade noe more, but doe as I am directed. And God sende the winde doe not force us thither, otherwise, uppon my dewtie we will goe thither, nowe we knowe Her Ma'ties pleasure. And soe, I bid you most hartelie farewelle.

From on boarde Her Ma'tie's good shippe Arke, in Plymouthe sound, the 15th of June 1588.

Your assured lovinge Frende,

C. Howarde.

To the Righte Honorable my very lovinge Frende Sir Francis Walsingham Knight, principall Secretary to Her Majestie.

From the above letter, the chagrin of Lord Effingham, conceiving himself to have missed an important victory, is evident.

On the 19th of June, through the medium of one Fleming,*

* At the request of the lord admiral, Fleming was afterwards pardoned for his piracies, and received a pension for the service which he thus rendered to the country.

a Scotch pirate, he received intelligence that the Spanish fleet were near the Lizard, the wind then being south-and-by-west. Taken, as it were, by surprise, he gave his orders with the utmost promptitude; and, to facilitate the requisite measures, he assisted, with his own hands, in getting the ships out of harbour. With only six ships, he worked out that night; and on the following morning, with his force increased to thirty, he sailed in pursuit of the armada. At the same time he despatched his brother-in-law, Sir Edward Hobby, to inform the queen of the great disproportion between the English and Spanish fleets; to desire her Majesty to hasten what ships she possibly could to his assistance; and to dispose of her land forces, in the most effectual manner, for the security of the coast.

On the morning of the 21st, with fifty-four ships, he came up with the enemy, and commenced the attack. In his own ship, the Ark, he was for some time hotly engaged with the Spanish admiral; and after a contest of two hours, the enemy gave way. Lord Effingham, however, prudently forbore from pressing the pursuit, being yet forty ships deficient of his force. He called a council of his officers, gave the necessary instructions for the following day, and then followed the enemy, during the night, within the distance of a culverin shot. In the morning, the greater part of his fleet were so far behind, that it took them nearly the whole day to come up.

Daily skirmishes continued, without any important advantage, till the 26th; on which day the lord admiral determined not to attack the enemy again, until they should approach Dover, where he expected to meet the squadron under Lord Seymour and Sir William Winter. The same day, as a reward for past services, and to excite future emulation, his lordship conferred the honour of knighthood upon his relation, Lord Thomas Howard, Lord Sheffield, and the Captains Hawkins, Townshend, and Frobisher.

The English fleet continued to receive reinforcements; and having joined the squadron of Lord Seymour and Sir William Winter, its entire force amounted to a hundred and forty ships.

On the 28th, the lord admiral, by command of the queen,

says one of our old historians, "took eight of the worst ships, and dressed them with a wild-fire, pitch, and rosin, and filled them full of brimstone, and some other matter fit for fire; and these, being set on fire, were, secretly in the night, by the help of the wind, set full upon the Spanish fleet, as they lay at anchor. Which so surprised the enemy, that each ship, striving to secure itself from the danger, broke loose, and threw them all into confusion, and so separated the whole fleet, that they never more united to any purpose."—This is generally understood to have been the first use of fire-ships in the English navy; and that they were adopted by the express command of Queen Elizabeth, we have a right to infer, from the inscription, *Dux fœmina facti,* upon one of the medals which were struck in commemoration of the defeat of the armada.

Lord Effingham continued to pursue the enemy, till the 7th of August, when he returned to England with his whole fleet.

The following "*Substaunce of certain Maryners' Report, touching the Spanish Fleet,*" from the work to which we are already so much indebted, exhibits a striking picture of the difference in size between the English and Spanish ships:—

August, 88.

Certain maryners of this countrie to the number of 19, which have bene in the Spanysh fleete, ever since they first putt to sea, and are nowe fledd awaie from them, having made sailes, for their cockboats, with their shirtes, do reporte and say; that all the fleete, being 150 saile, did sett forth out of Lisborne, the 20th May, and commyng neere England, were driven back again, by contrary winds; that, in all the whole number of them was but 20,000 men, whereof, 10,000 good soldiers, the rest common men; that theie were victualled for 3 months, and, for any great sicknesse, there was none, as it was reported, neither did land any more sick persons at the Groyne, than 300, from whence they putt to sea, the 22d July, *stilo-vetere*, and came to the Lande's Ende by the 28th of the same, and till they came over against Plimuth, they met with no man, where 40 of her Ma'ty's shippes did skirmish with them, and one galleasse was taken, another sett on fire; by reason the captaine falling into a rage with the gunner, and threatening to kill him if he shot no righter; the gunner cast

fire into the powder barrels, and threwe himself overboard.* In this shipp, theie say, was the treasure, and 5 ensigns of Spaniards. After this againe at Portland, and the Isle of Wight, her Ma'ty's navie sett upon them, but no great hurte done; but betweene Cales and the Blacknes, most furiouslie, where a great galeass was taken, and three other great shipps with 1000 men a-piece sunk downe right about the Goodwines; besides another Italian ship, which they take to be sunk also, because they made signs for helpe, but none made towards them; that there, about Cales theie were forced to cut their cables, by the ships of fire which came upon them, out of her Ma'ty's fleete, and soe, from thence fledd awaie with all speede; that they were driven thus above Dunkerke, and there about Blanckenburgh, one of their greate shippes was grounded on the Wheelings, and taken by them of Flushing, wherein were 500 Spaniards, of whom 150 are come to Roterodam, the rest cast overboard; that before their fight, about Cales, which was on the Sundaye, the D. of Parma sent them word, he would assist them the next daie; but for that he kept not promise, theie generallie crie out against him. That on the Satterday, he did what he could to imbarque his men, but it would not be, notwithstanding that with his own handes he did kill some souldiers and

* One of our old writers thus relates this circumstance:—"There was at this time a great ship of Biscay, about 800 tons in burthen, that was spoiled by fire upon this occasion: the captain of the soldiers that went in her, having small regard (as is reported) of an orderly and civil life, did insolently beat a certain Flemish gunner, what cause he had, I know not, whether upon occasion of words, touching his charge, or by means of the gunner's wife, whom he had abused according to the custom of that nation. Whereupon the perplexed man, seeing himself among such a kind of people, as not only made him serve their turns at their own pleasure, but disgraced him in as vile manner as if he were a slave, despairing both of life, wife, and his young daughter, and perchance rather moved with the dishonour of them, than by his own misfortunes (which mind is many times of men, even of mean condition) he set himself on fire, in a barrel of gunpowder, procuring thereby, through the loss of his life, and the extreme hazard of those that belonged unto him, and the loss of many men's lives besides, a cruel revenge of his injuries received by one only man.............................
Through this mischance of theirs, all the upper decks were blown up, all her furniture marred, and much other spoil done, besides the death and maiming of her men, so that being utterly unable all that night to help herself, she was succoured by the galliasses, and for the time saved in the body of their fleet."—Afterwards, however, she was taken possession of by the English.

captaynes; that, in all, theie had not above 300 horse, and some mules for carriage of their field ordnance; that, generallie, the Englishmen have greatlie endamaged them with ordnance; and that in the fleete, they did see, through the port-holes, an Italian ship all full of blood, which yet mainteined the fight, in her ranke, 3 hours after; that one of her Ma'ty's ships valiantlie passed through them, to charge the Admirall, who fledd away, and, as theie say, doth seeme to be wonderfully dismaied and discouraged; that when theie left them, and fledd awaie, theie were as high as Walcheren, yet about 100 saile, but uncertain what course to take, or where to turn in, for relief; for into Spaine they dared not returne, because at their coming out, they were all threatened hanging, if they conquered not England, and that theie had brought *great store of halters to hang up all Englishmen*; but, they think, they will round about Scotland; that her Ma'ty's navie followed them, alwaies hard, and drove them, like a flock of sheepe, but durst not aboard them, because theie are so high built, so as 40 of our's were troubled, to take one of their greatest armadas, at the last fight, on Moudai; that as they think, they should have landed, about the Isle of Wight; that, 3 days and 3 nights, after they came upon the coast of England, they did hull without sailes, minding to come to Dunkerke upon the spring tiers; that they have greate neede of maryners, especially of pilots; for that ship which came on ground, upon the Wheelings, had but one pilot, and he was of Flushing; that when they sett forth, out of Lisborne, there were certain galeasses in their companye, but they came not with them, from the Groyne; that a greate Britayn shippe was also taken, or sunk, by the English. In summe, theie confess, the D. Medina to be wonderfully amazed and to stagger, which way he may turn himself; that there were a great number of the *Hidalgos* of Spain in their armye, and that now theire chiefe bulwarks and armades being discomfited, they may easily be overthrown, if they be followed as they should.

The ship, whose prisoners are brought to Roterodam, was taken betweene Dunkerke and Ostendt, and had been shot through 350 times; being grounded, 5 shippes of this countrye took them to mercie; another was also taken by 7 of this country fleet, between Cales and Dunkerke. The names of certain prisoners of accompt, taken in the former ship are theis,

Don Diego de Pomentello, frere du Marquis de Tauvror, mayster du camp du tiera du Sicile.

Don Jhan de Velassa, frere du Conte Servinello.

Le Capt. Martin d'Auales.

Le Capt. Marques.
Alonzo du Vergas.
In the one shippe were 32 pieces of brass, and in the other 63.

It is related by some authors, that when the intelligence of this disaster arrived at the Spanish court, King Philip was writing a letter in his closet; and that, on hearing it, he coolly answered, that *he sent his fleet to fight against the English, and not against the winds.* But this reported stoicism of Philip's neither accords with the expectations which had been raised of the success of his fleet, with his treatment of Don Diego Florez de Valdez, to whom its failure was attributed, nor with his proclamation to prohibit mourning on the event. Far more probable is the account, that being at mass when the news was brought to him, he swore *(after mass was over)* that *he would waste and consume his crown, even to the value of a candlestick* (pointing to one which stood upon the altar) *but either he would ruin her Majesty and England, or himself and all Spain should become tributary to her!*

The conduct of Queen Elizabeth, upon this occasion, was truly honourable to her character. With the feelings of a Christian princess, she appointed a day of general thanksgiving, throughout the realm; and caused the colours and standards, which had been taken from the enemy, to be suspended in St. Paul's cathedral, as remembrancers of national prowess, and of the goodness of the Almighty. She also caused medals to be struck. One of them, to which we have already alluded, bore a fleet, dispersed by fire-ships: another represented a flying navy, with the inscription, *Venit, Vidit, Fugit.*

Nor were foreigners backward in complimenting the Queen upon her victory. The reverend and religious Theodore Beza presented her with a congratulatory poem, in latin, from which the following vigorous stanza has been translated:—

Spain's king, with navies huge, the sea bestrew'd,
T' augment, with English crown, his Spanish sway.
Ask you, what caus'd this proud attempt? 'twas lewd
Ambition drove, and av'rice led the way.

'Tis well ambition's windy puff lies drown'd
 By winds; and swelling hearts, by swelling waves.
'Tis well the Spaniards, who the wo ld's vast round,
 Devour'd, devouring sea most justly craves.
But thou, O Queen, for whom winds, seas, do war,
 O thou sole glory of the world's wide mass,
So reign to God, still from ambition far,
 So still, with bounteous aids, the good embrace,
 That thou do England long, long England thee enjoy;
 Thou terror of all bad, thou ev'ry good man's joy!

As far as human power and skill were concerned, Lord Effingham was certainly entitled to the highest praise. "Worthy of perpetual memory," says Sir Richard Hawkins, "was the prudent policy and government of our English navy, in anno 1588, by the worthy Earl of Nottingham, Lord High Admiral of England, who, in like case, with mature and experimental knowledge, patiently withstood the instigations of many courageous and noble captains, who would have persuaded him to have laid them aboard; but well he foresaw, that the enemy had an army aboard, he none; that they exceeded him in number of shipping, and those greater in bulk, stronger built, and higher moulded; so that they, who with such advantage fought from above, might easily distress all opposition below, the slaughter, peradventure, proving more fatal than the victory profitable; by being overthrown, he might have hazarded the kingdom, whereas by the conquest (at most) he could have boasted of nothing but glory, and an enemy defeated. But by sufferance, he always advantaged himself of wind and tide, which was the freedom of our country, and security of our navy, with the destruction of theirs, which in the eye of the ignorant (who judge all things by their external appearance) seemed invincible, but, truly considered, was much inferior to ours in all things of substance, as the event proved; for we sunk, spoiled, and took many of them, and they diminished of ours but one small pinnace, nor any man of name, save only Captain Cocke, who died with honour amidst his company."

Queen Elizabeth, though not prodigal of her pecuniary

favours, suffered not the services of this nobleman to go unrewarded, but presented him with a suitable pension.

Notwithstanding the defeat of this armada, the Spaniards, for a series of years, kept up a show of hostilities against England. In 1595, Don Diego Brochero, with four gallies, landed in Cornwall, and destroyed the towns of Mousehole, Newlin, and Penzance. In the following year, to revenge this outrage, an expedition was planned, to destroy the Spanish fleet in the harbour of Cadiz. A squadron was accordingly fitted out, consisting of a hundred and twenty-six ships, seventeen of which were the queen's, with 7000 troops on board. These were joined by a Dutch squadron of twenty-four sail, under Admiral Van Duvenwoord, subordinate to Lord Effingham, as commander in chief of the naval part of the expedition. The command of the land forces was given to the Earl of Essex. This armament sailed from Plymouth on the 1st of June, and arrived before Cadiz on the 20th.

"After a prosperous voyage," says Colliber, "and the seizing of several ships belonging to the Hanse Towns, the fleet being arrived before Cadiz, an attempt was immediately made to land the troops; but this was prevented by the hard wind. Whereupon the Spaniards taking the alarm, about sixty large ships, bound some to the Indies and others to Lisbon, and about twenty gallies, came out and drew into a line of battle, before the entrance of the bay under the cannon of the forts. These were bravely attacked on the 11th of June *(old style)* and after a sharp engagement, a great galleon, called the St. Philip, and two others, were left by the Spaniards, and burnt to prevent their falling into the hands of the English; two large ones, of about 1,200 tons each, were boarded and taken, and the rest forced on shore. The gallies hereupon retired to the bridge called Puente de Huaco, from whence they afterwards found means to escape to Rota. So rich were the ladings of the ships which were forced on shore, that the Spaniards agreed to pay two millions and an half of ducats to prevent their being destroyed. This victory being won, the Earl of Essex, without loss of time, landed with about three thousand men, and marched directly to the city; before which, finding a considerable body of Spaniards, both horse and foot, he charged them with so much vigour, that, after a hot dispute of about an hour, they were put to the rout and pursued to the very gate. The

English without delay, set themselves to scale the walls; and before eight in the evening, in spite of all resistance, they saw themselves masters of the city and forts. But the castle holding out, the general sent a summons to the governor, with a threatening to put the garrison to the sword, if he did not submit before the next morning: upon which, he soon after surrendered. Thus were two battles won, and a strong and rich city taken in the space of fourteen hours. The next day, the Spaniards chose rather to set fire to their ships that lay on shore, than to pay the sum agreed on for their ransom. Which so provoked the English, that having plundered the city, they reduced it to ashes, sparing only the fine cathedral, and the religious houses. After this they landed in Portugal, and burnt the city of Faraon, and so returned triumphantly to England, after having done the enemy so much damage as was computed to amount to twenty millions of ducats."

The prudence, moderation, and experience of Lord Effingham, united to his great reputation amongst the officers and men under his command, were the chief causes of the success which the English met with in this expedition; and the entire conduct of his lordship was so satisfactory, that, on his return, the queen advanced him to the dignity and title of Earl of Nottingham, as a descendant from the family of Mowbray. Her Majesty, in his patent of creation, dated on the 22d of October, in the same year, thus assigns her reasons for the honour conferred:—"That, by the victory obtained, *anno* 1588, he had secured the kingdom of England from the invasion of Spain, and other impending dangers; and did also, in conjunction with our dear cousin Robert, Earl of Essex, seize by force the Isle, and strongly fortified the city of Cadiz, in the farthest part of Spain; and did likewise entirely rout and defeat another fleet of the King of Spain, prepared in that port against this kingdom."

When the new Earl of Nottingham first entered the House of Peers, he was received with the most lively and unusual marks of congratulation; strongly testifying how deserving he was thought of his fresh-acquired dignity.

Queen Elizabeth shortly afterwards made him justice-itinerant of all the forests south of Trent for life.

In 1599, under the apprehension of another attempt on the

part of Spain; and on learning that the Earl of Essex, then Lord Deputy of Ireland, had treated with the rebels whom he had been sent to reduce, and was meditating a hostile return to England; a formidable fleet was expeditiously equipped, which, with the land forces, was placed at the unlimited disposal of the Earl of Nottingham. For six weeks, that nobleman bore the unprecedented title, with almost supreme power, of Lord Lieutenant-General of all England. The alarm, however, passed over; the newly-raised troops were soon disbanded; and it was not until the year 1601, that his lordship had any farther opportunity of exercising his conduct or courage.—At the time alluded to, Essex, having quitted his post in Ireland, had given himself up to rebellion, and fortified himself in his house in the Strand. Nottingham, by speedily compelling him to surrender, drew forth fresh encomiums from his royal mistress; and, in the same year, he was appointed one of the commissioners for executing the office of Earl Marshal of England.

Nothing can be a stronger proof of the high estimation in which her Majesty held the Earl of Nottingham, than the freedom with which she imparted to him her wishes, respecting the order of succession; considering that it was a disclosure for which she had been in vain supplicated by her most favoured ministers. *Her throne*, she told him, *was a throne of kings*; and, by her signs, while on her death-bed, she directed the appointment of James of Scotland, as her successor.

The queen's attachment to the Earl of Nottingham is the more remarkable, when we recollect that his countess had been the perpetrator of an act, which is thought to have materially accelerated her Majesty's end. We allude to her unprincipled and barbarous detention of the ring, which the Earl of Essex had received from the queen, as a mark of her royal favour; and which, in the hour of peril, when death was impending over his head, he confided to the hands of the countess, in the well-founded hope of awakening mercy in the royal breast.*

---

* *Vide* ANDREWS's *Continuation of Henry's History of Britain*, Vol. I. page 199 to 201.

The accession of King James by no means impaired the celebrity of the Earl of Nottingham. He was continued in his office of Lord High Admiral; at the coronation, he was made Lord High Steward of England; in the year following, on renewing the commission, for exercising the office of Earl Marshal, he was again appointed one of the seven Lords Commissioners; in 1604, he was nominated one of the commissioners to treat of an union between England and Scotland; and, in 1605, he was sent upon the most brilliant embassy to Spain that this country had ever deputed. The object of his mission was, to receive the oath of the King of Spain, to the treaty of peace which had been lately made with him; and he had a particular instruction, that, in performing that ceremony, which was most likely to be in the royal chapel, he should have especial care, that it might be done, not in the forenoon, in the time of mass, but in the afternoon, at which time the Romish service is most free from superstition.

The Earl of Nottingham was employed on this embassy, not from the greatness of his fortune, but from the known generosity of his temper, and the number of his dependants, who, at their own charge, were proud to accompany him on the voyage. In his retinue were six peers, and fifty knights; who, says an old historian, being "persons of quality, accoutred with all ornaments suitable, were the more admired by the Spaniards for beauty and excellency, by how much the Jesuits had made impressions in the vulgar opinion, that since the English left the Roman religion, they were transformed into strange horrid shapes, with heads and tails like beasts and monsters!"

During the Earl's stay at the Spanish court, the dignified splendour of his diplomatic character procured the admiration and respect of the people; and, at his departure, Philip III. made him presents to the amount of 20,000*l.*

By his well-timed, and even necessary ostentation, he had done honour to the English government, at least as much as to its agent; yet it was some time before he could erase, from the mind of James, the unfavourable impression which his enemies had made, by their mischievous animadversions on his magni-

ficence. Those men were well acquainted with the temper of their master, to whom nothing was more offensive than a popular and respected subject. Frequently he would observe to his nobles, when at court, *that they were there but little vessels, sailing round the master-ship; whereas, in the country, they were so many great ships, each riding majestically on its own stream, and more distinguished.*

The earl, however, regained the confidence of his Majesty; and on the marriage of the Lady Elizabeth to the Elector Palatine, in 1613, he assisted at the ceremony, and afterwards had the honour of escorting her, with a squadron, to Flushing.

He continued to occupy the post of Lord High Admiral till the 6th of February, 1619; when, having enjoyed it for about thirty-three years, and finding the infirmities of age approach, he voluntarily resigned it, in favour of Villiers, at that time Earl, and afterwards Duke of Buckingham. His estate being rather contracted, and having lately married a young wife, his Majesty, sensible of the services which he had rendered to his country, remitted him a debt of 18,000*l.* due to the crown; settled on him a pension of 1000*l.* a year, for life; and granted him the place and precedency of John Mowbray, who had been created Earl of Nottingham by King Richard II. at the time of his coronation.

The Earl of Buckingham paid a visit to his veteran predecessor, returned him thanks for having resigned, and made his young countess a present of 3000*l.* He constantly treated him with the utmost respect, always called him father, and bent his knee whenever he approached him.

By his first wife, Catherine, daughter of Henry Cary, Lord Hunsdon, the Earl of Nottingham had two sons and three daughters: by his second wife, Margaret, daughter of James Stuart, Earl of Murray, in Scotland, he had two sons.

After a life, which had been employed to the most beneficient ends, his lordship expired, on the 14th of December, 1624, at the advanced age of eighty-eight. He had lived in a most splendid and magnificent manner, keeping "seven standing houses at once;" and he left behind him the character of a good, honest, and brave man.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

LORD NELSON'S MONUMENT.

ON the 4th of July, the foundation was laid on Portsdown Hill, near the road leading to Borchurst, of a monument to the memory of Lord Nelson, by the means of a subscription of the officers, marines, and sailors of the fleet under his command at the battle of Trafalgar. This honourable token of their attachment to him and to their nation's glory, is to combine with it national utility, it being so situated, from nautical observations made, as to become a sea-mark for safely conducting vessels into Portsmouth harbour to avoid the shoal of St. Helen's. It will be a very elevated pillar, although the subscription is a limited one; government having, we understand, freed the stone of the expense of the duty, and the farmer holding a lease of the ground on which it is to be erected, as well as Mr. Thistlewaite, the lord of the manor, having offered the grant of it without purchase.

DIALOGUE BETWEEN AN ENGLISH SAILOR AND A CHINESE TAILOR.

COMING out of a shop, one day, in Hog-lane (Canton) says Johnson, in his "*Oriental Voyager, or Descriptive Sketches, &c.*" the sight of a jolly looking tar advancing up towards the door, induced me to stop till he should go past: a *tailor*, however, who stood at the door of the shop, opposite to where I was, hailed him, with the common salutation of "*D—n mine eyes, Shack! vat fare? vat want buy?*" The sailor, who had just come to town, turning carelessly about, and entering the shop, replied, "*What want buy*? why you mallet-headed porpus, I want to buy a *welch wig*, WITH SLEEVES TO IT. The China man (to whom the complimentary epithet was equally unintelligible as the demand of the welch wig) taking it to be some article of dress, handed down a pair of blue trowsers from one of the shelves, and asked him if it was "dat dare fashion."—No, cried the tar; "d—n my eyes, this is no more like a welch wig with sleeves, than a *pound of tobacco's like a puncheon of rum*."

The force of this *outré simile* was likewise lost on the *poor tailor*, who, however, perceiving that he had not hit on the right article, continued to hand down one thing after another, until he had nearly ransacked the whole shop; *the son of Neptune* all the while pouring out a torrent of *nautical jests* and sarcasms on the fat China man's *stupidity;* who, by this time, having his patience pretty nearly exhausted, and bundling up his wares, somewhat peevishly remarked, that "*he no could savez dat damn fashion!* but if *Shack* would bring *musta*, he would *hab make* in two days." The tar now fixed on a red baize night-cap, and explained to the tailor how he was to put sleeves to it, at which the China man laughed heartily; but knowing the humour of the sailor, he complied, after the latter had deposited a *dollar* by way of security; then taking the *bearings* of the shop, he marched further on to make some other eccentric bargain.

NEWLY-DISCOVERED SHOAL.

THE following are the particulars of a shoal, not marked in the charts, on which the ship General Wellesley struck, on her passage from the straits of Macassar to Pontiana. Lat. 1° 19′ S. computed long. 108° 45′ E. of Greenwich.

At 6 A.M. the body of Caramatta bore E. the south extremity of Loretta S. E. by E. distant 8 or 9 leagues, 20 fathoms: 15 minutes before 10 A. M. the ship running 7½ or 8 knots, struck with a most violent shock, laying her over at the same time considerably: however, she passed between the rocks without losing much of her way: they were apparently 5 or 6 feet, but some of them only 3 or 4 feet, under water: hauled off N.N.W. and had from 12 to 13 fathoms, till 10 minutes before noon, when she passed over a sand bank, with only 6 fathoms on it: deepened suddenly into 13, 14, and 15 fathoms, soft ground.

IMPROVEMENTS IN THE HARBOUR OF CALCUTTA.

CHAIN moorings are now laying down for securing shipping abreast of Calcutta, on a plan which it is hoped by the most competent judges will produce great savings in ground tackling to ships, and secure vessels more effectually from drifting, than by the methods heretofore adopted. Moorings for six sail are already laid down, and several ships have been hauled to them: they are to be laid for 24 sail. Vessels of 500 tons or under to pay 20 sicca rupees per month: vessels of larger dimensions, 25[illegible]

EXTRACT OF A LETTER FROM A GENTLEMAN ON BOARD HIS MAJESTY'S SHIP LEOPARD, DATED CHESAPEAK BAY, JUNE 24, 1807.

WE arrived here on the 21st instant, and, agreeably to the orders of the Hon. Vice-Admiral Berkeley, (in the event of meeting the United States frigate Chesapeak, to search her for deserters, of whom we had information,) the next morning the signal was made from the Bellona to proceed to sea, which we did, at nine o'clock this morning; the Chesapeak was then passing the Bellona, about three miles within us.—We stood to the S.E. with the wind at S.W. until eleven, when it shifted to E. which retarded the progress of the frigate, being obliged to beat out.—We kept on a wind, under easy sail, until she got within two miles of us, when she shortened sail, and we bore down to her; we were about twelve or fourteen miles from the land; when sufficiently close, the Captain hailed, and said he had despatches from the British commander in chief—the answer was, "Send them on board, I shall heave to," which he did accordingly. An officer was sent on board with the admiral's order, and a letter from Captain Humphreys, saying, he hoped to be able to execute the admiral's order in the most amicable manner; and after the commodore read the order and letter, he told him that his orders from his government were most peremptory in not suffering any foreigner to muster his ship's company, but that he would write an answer to Captain Humphreys' letter, if he would be the bearer of it to him. After having answered in the affirmative, he wrote, saying that he had no deserters, and that his instructions prevented his allowing the Chesapeak to be searched.—He returned with this answer, after being on board forty minutes.—As the admiral's order was positive, there was no alternative but force—so we edged down to her, and Captain Humphreys hailed, and said, that Commodore Barron must be aware that the order of the British commander in chief must be obeyed. The only reply made to this (which was thrice repeated) was, "I do not understand what you say."—Now, as we were to windward, and heard distinctly his answers, it is evident he also must have heard what Captain Humphreys said. Orders were then given to fire a shot across her bows from the lower deck; after a minute another, and in two more, no satisfactory answer being given, Captain Humphreys ordered the fire to be opened on her, beginning with the foremost gun, and in succession after; but as the order was not perfectly understood, a broadside was poured into her; Commodore Barron then hailed,

when orders were given to cease firing, but as he said he was only going to send a boat on board, and as they were preparing to return the fire, it was supposed an artifice to gain time, and orders were again given to fire—two broadsides more were the result, when she struck. Two lieutenants, with several midshipmen, went then on board the Chesapeak to search for deserters, and after being there three hours, returned with four, three belonging to the Melampus, and one to the Halifax; the latter is the fellow who abused Lord J. Townshend at Norfolk. Commodore Barron wrote to Captain Humphreys, saying, that he considered the Chesapeak as his prize, and that he was ready to deliver her up to any person authorized to receive her. Captain Humphreys replied, that as he had executed the orders of the commander in chief he had nothing more to do with her; that he must forthwith join the rest of the squadron, and that he not only lamented, most sincerely, the necessity that compelled him to violent measures, but that if he could render the Chesapeak any service, he would cheerfully do it. In short, Captain Humphreys has conducted himself throughout the whole of this unpleasant transaction, in the most praise-worthy manner, as an officer and gentleman. He has more humanity in his composition than most mankind; you may then suppose his feelings were none of the most comfortable on this occasion. The Chesapeak returned but a few shot; they were scarcely prepared when we began, and were thrown into such confusion that the greatest part of the people deserted their quarters.

The number of men killed on board the Chesapeak, according to their own statement, was six, and 23 wounded.

Twenty-six shot went through the hull, seven between wind and water; the sails were completely riddled, and I have not a doubt, but that in ten minutes more she would ha e gone down; the sea being so smooth every shot told after the first broadside, which was chiefly at the rigging.

Commodore Barron was slightly wounded in the leg by a splinter—he behaved in the coolest way imaginable, and stood in the open gang-way the greater part of the time.

ADMIRAL BERKELEY'S ORDERS.

By the Honourable George Cranfield Berkeley, *Vice-Admiral of the White, and Commander in Chief of his Majesty's Ships and Vessels employed in the River St. Laurence, along the coast of Nova Scotia, the Islands of St. John, and Cape Breton, the Bay of ———, and at and about the Island of Bermuda or Summer Islands.*

"WHEREAS many seamen, subjects of his Britannic Majesty,

and serving in his ships and vessels, as per margin,* while at anchor in the Chesapeak, deserted and entered on board the United States frigate, called the Chesapeak, and openly paraded the streets of Norfolk, in sight of their officers, under the American flag, protected by the magistrates of the town and the recruiting officer belonging to the above-mentioned American frigate, which magistrates and naval officer refused giving them up, although demanded by his Britannic Majesty's consul, as well as the captains of the ships from which the said men had deserted.

"The captains and commanders of his Majesty's ships and vessels under my command are therefore hereby required and directed, in case of meeting with the American frigate the Chesapeak at sea, and without the limits of the United States, to shew to the captain of her this order, and to require to search his ship for the deserters from the before-mentioned ships, and to proceed and search for the same; and if a similar demand should be made by the American, he is to be permitted to search for any deserters from their service, according to the customs and usage of civilized nations, on terms of peace and amity with each other.

"Given under my hand at Halifax, Nova Scotia, 1st June, 1807. "G. C. BERKELEY."

To the respective Captains and Commanders of his Majesty's Ships and Vessels on the North American Station.

NEW YORK MEETING.

At a general Meeting of the Citizens of New York, held in the Park, on Thursday, July 2, 1807, the Hon. DE WITT CLINTON *was unanimously called to the Chair, and General* JACOB MORTON *was unanimously appointed Secretary to the Meeting.*

HAVING received, with the most lively indignation, authentic information that on the 22d ult. an attack, unwarranted by the known usages of nations, and in violation of our national rights, was made off the Capes of Virginia, on the United States frigate Chesapeak, Commodore Barron, by his Britannic Majesty's armed ship the Leopard, Captain Humphreys, the citizens of New York, assembled in general meeting, deem it to be their duty to express their opinions on this fresh outrage offered to their national sovereignty by the navy of Great Britain.

"Resolved, That it is, and has been the policy of our govern-

* Belleisle, Bellona, Triumph, Chichester, Halifax, and Zenobia cutter.

ment, and the wish, because it is the interest of our citizens, to be at peace with all the world.

"Resolved, That although we cherish peace with the greatest sincerity, yet that we hold ourselves ready, at the call of our government, to resist all infringements of our national rights, and violation of our national honour.

"Resolved, That we consider the dastardly and unprovoked attack made on the United States armed ship Chesapeak, by his Britannic Majesty's ship Leopard, to be a violation of our national rights, as atrocious as it is unprecedented.

"Resolved, That we are determined to maintain the rights and dignity of our country with our lives and fortunes, and that we will support our government in whatever measures it may deem necessary to adopt, in the present crisis of affairs.

"Resolved, That whatever differences of opinion may exist among us on our merely local concerns, yet that we love our country, and will cordially unite in resisting the attempts of any nation to invade our rights, or tarnish our national honour.

"Resolved, That the offending ships at Hampton Roads have wantonly violated the laws of, and forfeited their title to national hospitality.

"Resolved, That we highly approve the spirited and patriotic conduct of our fellow-citizens at Norfolk, Portsmouth, and Hampton.

"Resolved, That we deeply lament the death of those of our fellow-citizens who fell, and sincerely sympathise with those who were wounded on board the Chesapeak.

"De Witt Clinton, Chairman.
"Jacob Morton, Secretary.

PROCLAMATION,

BY THOMAS JEFFERSON, PRESIDENT OF THE UNITED STATES OF AMERICA.

DURING the wars which, for some time, have unhappily prevailed among the powers of Europe, the United States of America, firm in their principles of peace, have endeavoured by justice, by a regular discharge of all their national and social duties, and by every friendly office their situation has admitted, to maintain, with all the belligerents, their accustomed relations of friendship, hospitality, and commercial intercourse. Taking no part in the questions which animate these powers against each other, nor permitting themselves to entertain a wish but for the general restora-

tion of peace, they have observed, with good faith, the neutrality they assumed, and they believe that no instance of a departure from its duties can be justly imputed to them by any nation. A free use of their harbours and waters, the means of refitting and refreshment, of succour to their sick and suffering, have, at all times, and on equal principles, been extended to all, and this too amidst a constant recurrence of acts of insubordination to the laws, of violence to the persons, and of trespasses on the property of our citizens, committed by officers of one of the belligerent parties received among us. In truth these abuses of the laws of hospitality have, with few exceptions, become habitual to the commanders of the British armed vessels hovering on our coasts and frequenting our harbours. They have been the subject of repeated representations to their government. Assurances have been given that proper orders should restrain them within the limit of the rights and of the respect due to a friendly nation; but those orders and assurances have been without effect; and no instance of punishment for past wrongs has taken place. At length, a deed, transcending all we have hitherto seen, or suffered, brings the public sensibility to a serious crisis, and our forbearance to a necessary pause. A frigate of the United States, trusting to a state of peace, and leaving her harbour on a distant service, has been surprised and attacked by a British vessel of superior force, one of a squadron then lying in our waters and covering the transaction, and has been disabled from service, with the loss of a number of men killed and wounded.

This enormity was not only without provocation or justifiable cause, but was committed with the avowed purpose of taking by force, from a ship of war of the United States, a part of her crew, and that no circumstance might be wanting to mark its character, it had been previously ascertained that the seamen demanded were natives of the United States. Having effected his purpose, he returned to anchor with his squadron within our jurisdiction. Hospitality under such circumstances, ceases to be a duty; and a continuance of it, with such uncontrouled abuses, would tend only, by multiplying injuries and irritations, to bring on a rupture between the two nations. This extreme resort is equally opposed to the interests of both, as it is to assurances of the most friendly dispositions on the part of the British government, in the midst of which this outrage has been committed. In this light the subject cannot but present itself to that government, and strengthen the motives to an honourable reparation of the wrong which has been done, and to that effectual controul of its naval commanders,

which alone can justify the government of the United States in the exercise of those hospitalities it is now constrained to discontinue.

In consideration of these circumstances, and of the right of every nation to regulate its own police, to provide for its peace and for the safety of its citizens, and consequently to refuse the admission of armed vessels into its harbours or waters, either in such numbers, or of such description, as are inconsistent with these, or with the maintenance of the authority of the laws, I have thought proper, in pursuance of the authorities specially given by law, to issue this my PROCLAMATION, hereby requiring all armed vessels bearing commissions under the government of Great Britain, now within the harbours or waters of the United States, immediately and without any delay to depart from the same, and interdicting the entrance of all the said harbours and waters to the said armed vessels, and to all others bearing commissions under the authority of the British government.

And if the said vessels, or any of them, shall fail to depart as aforesaid, or if they or any others, so interdicted, shall hereafter enter the harbours or waters aforesaid, I do in that case forbid all intercourse with them or any of them, their officers or crews, and do prohibit all supplies and aid from being furnished to them or any of them.

And I do declare and make known, that if any person from, or within the jurisdictional limits of the United States, shall afford any aid to any such vessel, contrary to the prohibition contained in this proclamation, either in repairing any such vessel, or in furnishing her, her officers or crew, with supplies of any kind, or in any manner whatsoever, or if any pilot shall assist in navigating any of the said armed vessels, unless it be for the purpose of carrying them, in the first instance, beyond the limits and jurisdiction of the United States, or unless it be in the case of a vessel forced by distress, or charged with public despatches, as hereinafter provided for, such person or persons shall, on conviction, suffer all the pains and penalties by the laws provided for in such offences.

And I do hereby enjoin and require all persons bearing office, civil or military, within or under the authority of the United States, and all others, citizens or inhabitants thereof, with vigilance and promptitude to exert their respective authorities, and to be aiding and assisting to the carrying this proclamation, and every part thereof, into full effect.

Provided, nevertheless, that if such vessels shall be forced into

the harbours or waters of the United States, by distress, by the dangers of the sea, or by the pursuit of an enemy, or shall enter them charged with despatches or business from their government, or shall be a public packet for the conveyance of letters and despatches, the commanding officer immediately reporting his vessel to the collector of the district, stating the object, or causes of entering the said harbours or waters, and conforming himself to the regulations in that case prescribed under the authority of the laws, shall be allowed the benefit of such regulations respecting repairs, supplies, stay, intercourse, and departure, as shall be permitted under the same authority.

In testimony whereof, I have caused the seal of the United States to be affixed to these presents and signed the same.

[*Seal*] Given at the city of Washington, the second day of July, in the year of our Lord, one thousand eight hundred and seven, and of the sovereignty and independence of the United States the thirty-first.

TH. JEFFERSON.

By the President,
JAMES MADISON, Secretary of State.

CORRESPONDENCE BETWEEN CAPTAIN DOUGLAS, OF HIS MAJESTY'S SHIP BELLONA, AND THE MAYOR OF NORFOLK IN AMERICA.

"*His Majesty's ship Bellona, Hampton Roads, July 3, 1807.*

"SIR,

"I beg leave to represent to you, that having observed in the newspapers a resolution, made by a committee on the 29th ult. prohibiting any communication between his Britannic Majesty's consul at Norfolk, and his ships lying at anchor in Lynhaven Bay, and this being a measure extremely hostile, not only in depriving the British consul from discharging the duties of his office, but at the same time preventing me from obtaining that information so absolutely necessary for his Majesty's service, I am therefore determined, if this infringement is not immediately annulled, to prohibit every vessel, bound either in or out of Norfolk, to proceed to their destination, until I know the pleasure of my government, or the commander in chief on this station. You must be perfectly aware, that the British flag never has, nor will be insulted with impunity. You must also be aware, that it has been, and is still in my power, to obstruct the whole trade of the Chesapeak, since the late circumstance, which I desisted from, trusting that general

unanimity would be restored. Respecting the circumstance of the deserters, lately apprehended from the United States frigate Chesapeak, that, in my opinion, must be decided between the two governments *alone*. It therefore rests with the inhabitants of Norfolk either to engage in war or remain on terms of peace.

"Agreeably to my intentions, I have proceeded to Hampton Roads, with the squadron under my command, to await your answer, which I trust you will favour me with without delay.

"I have the honour to be, Sir,

"Your obedient humble servant,

"J. E. DOUGLAS."

"*To Richard Lee, Esq. Mayor of Norfolk, Virginia.*"

"P.S. I enclose you two letters, directed to the British consul at Norfolk, which you will be pleased to forward him.

"J. E. D."

The mayor convened the recorder and aldermen, when the following answer was agreed on, and ordered to be sent:—

"SIR, "*Norfolk, July* 4, 1807.

"I have received your menacing letter of yesterday. The day on which this answer is written, ought of itself to prove to the subjects of your sovereign, that the American people are not to be intimidated by menace, or induced to adopt any measures, except by a sense of their perfect propriety. Seduced by the false show of security, they may be sometimes surprised and slaughtered, while unprepared to resist a supposed friend: that delusive security is now, however, passed for ever. The late occurrence has taught us to confide our safety no longer to any thing but our own force. We do not seek hostility, nor shall we avoid it. We are prepared for the worst you may attempt, and will do whatever shall be judged proper to repel force, whensoever your efforts shall render any act of ours necessary. Thus much for the threats of your letter, which can be considered in no other light than as addressed to the supposed fears of our citizens.

"In answer to any part of it, which is particularly addressed to me, as the first judicial officer of this borough, I have but to say, that you must be aware, that the judiciary of no country posseses any other powers than those conferred upon it by the law.

"The same channel through which you have derived the intelligence stated by yourself, must have also announced to you, that the act of which you complain is an act of individuals, and not of

the government. If this act be wrong and illegal, the judiciary of this country, whenever the case is properly brought before it, will take care to do its duty. At present it hath no judicial information of any outrage on the laws, and therefore will not act.

"If you, Sir, please to consider this act of individuals as a measure 'extremely hostile,' and shall commence hostility without waiting the decision of our two governments, although you yourself acknowledge that it properly belongs to them alone to decide, the inhabitants of Norfolk will conform to your example, and protect themselves against any lawless aggression which may be made upon their persons or property; they therefore leave it with you, either to engage in a war, or to remain on terms of peace until the pleasure of our respective governments shall be known.

"Your letters, directed to the British consul of this place, have been forwarded to him.

"I have the honour to be, Sir,
"Your most obedient servant,
"RICHARD E. LEE, Mayor."

"*To John E. Douglas, Esq. commanding his Britannic Majesty's ships in Hampton Roads.*"

The bearer of the above letter, made the following report to the Mayor of Norfolk, respecting the interview which he had with Captain Douglas:—

"SIR, *Norfolk, July* 5, 1807.

"In pursuance of your request, I this day went down to the British squadron, lying in Hampton Roads, for the purpose of delivering the letter with which I was charged to Captain Douglas. On arriving along-side of his ship the Bellona, I was invited on board, and received by Captain Douglas himself at the gang-way, and conducted to his cabin, where I found assembled all the captains of the squadron. I immediately informed him, that you had yesterday received a letter from him, the answer to which I had been requested to deliver, and placed it in his hand. He read the letter very attentively, and then handed it to Captain Hardy, from whom it passed to the other captains in succession. When they had all perused it, Captain Douglas observed to me, 'I presume, Sir, you are acquainted with the contents of this letter.' I told him I was perfectly so. He then stated that his letter must have been misapprehended, that it contained no expression of

menace which he recollected, and that certainly it was not his intention to use language which could be construed to convey such ideas. He referred to Captain Hardy, saying, that he had shewn him the letter previously to its being sent, and had requested his opinion as to its sentiments. Captain Hardy concurred with Captain Douglas in the opinion and objects of the communication. I then remarked to them the particular expressions in the letter, which I considered as the language of threat, and adverted to the circumstance of the words 'immediately annulled," being underscored. He said, that this underscoring must have been done by his clerk, without his direction, and had escaped his observation; but again assured me, upon his honour, that if any expression in the letter wore the appearance of a threat, it was not to be so understood.

"Captain Douglas next adverted to the conclusion of the letter, in which the alternative of peace or war is left to himself. He said upon this subject, that he had no orders to commit any act of hostility, and that there was no man from whose intention or wishes such an object was more remote; that he was anxious to preserve the relations of amity which had existed between the two governments, and that no act of his should tend to interrupt their harmony, unless he was ordered by his superiors to perform such acts, in which case, as an officer, he must do his duty. He repeated, however, that he had at present no such orders, nor did he expect to receive such. He stated, that he had it in his charge generally, to guard his flag, and those under its protection, from insult or assault of any kind, and that this in all situations he must unquestionably do; but that any further measure he was not at present authorised, nor was it his intention to take. I here stated to him the many insulting menaces which had been communicated in Norfolk, as coming from him. He positively denied ever having uttered any such; declared, if they had been used by any of his officers, that they were unauthorised, and disapproved of by him, remarking, at the same time, that he hoped all who knew him, would do him the justice to believe, that he was not in the habit of using the language of threat. He here too again referred to all the officers to say, if they had ever heard him at any time, even while speaking confidentially to them, utter such expressions; and they united in declaring that they had not.

"A desultory conversation then took place between Captain Douglas, the other captains, and myself, which continued nearly an hour, in the course of which many remarks were made, which had no reference to the subject of your letter, or were in any way

connected with it. These, Sir, I have already communicated to yourself, and to all my fellow citizens, with whom I have conversed upon this subject; but as they are not connected with the subject of your letter, I presume it would be unnecessary again to detail them here. In the course of this conversation, I described to them, as well as I was able, the sentiment which universally prevailed through the country at this time, the cause from whence it proceeded, and the effects it would produce, provided any efforts on their part should be made to oppose the public resolves, as to intercourse or supplies. I explicitly declared, that we had as yet received no authority from our government to proceed to acts of aggression, but that we were authorised, and were prepared for defence, and for the protection of ourselves and property; to prove which, I placed in the hands of Captain Douglas, an extract from the letter of Governor Cabel, to Brigadier-General Mathews, which I had made for that purpose. I concluded by warning him again not to send any of his officers or people on shore; for that if he did, the arms of the civil authority, I did not believe, would be able to protect them from the vengeance of an enraged people; that this might lead to consequences which might possibly be yet averted; and if he was sincere in the sentiments he had expressed, he would be anxious to prevent such results. Captain Douglas, and all the captains, declared, that they were aware of the present state of the public feelings, and deplored the circumstance which had excited it; that they did not intend to expose any of their people to the resentment of ours, which they could conceive was highly inflamed; that as to supplies they did not want any at present, but when they did, they should not attempt to procure them in any way which would excite the opposition of the citizens of this country.

"Upon the subject of intercourse, he did not expect to hold any with the people of this country, nor was there any occasion for it. He only wished to be permitted freely to communicate with the accredited officer of his government here, who had been formally received and recognized by our executive, and whose functions he presumed none but the government had a right to put down. As to the particular manner in which this communication might be carried on, it was a matter quite indifferent to him. He had no objection to that being regulated by ourselves, in any way which is judged proper, and that he would certainly pursue the mode which might be suggested as most agreeable to us, provided the channel of communication was kept free and open. To this I stated, that I had no authority from any person to enter into any

engagement with him; but that as an individual I would state, that the letters he had forwarded under cover to you had been safely delivered, and that therefore, I presumed any other despatches of a like kind would be treated in the same way. But upon this subject, I could only refer him to you and your associates for information. He then stated that he would to-day write an answer to your letter, which he would forward as before, and I left his ship, Captain Douglas again repeating the substance of what I have already stated.

" From the moment I approached the Bellona, to that on which I left her, my treatment from Captain Douglas, and all his officers, was marked by as much attention, politeness, and respect, as any gentleman ever received from others. My particular friend Mr. James Taylor, jun. accompanied me on board the British ship, for reasons that will at once suggest themselves to you, when you remember the delicate and embarrassing situation in which I might be placed. He remained on board the whole time with me, and was a witness to every thing which passed. I have read to him this communication, Sir, in order to ascertain if my recollection was correct, and he accords with me in every statement here made.

" I have forwarded a copy of this letter to the governor of Virginia, and to the Federal Executive, believing that at this time it is the duty of every citizen to keep his government well informed of every thing which may be useful.

" I am, respectfully, Sir,

" Your most obedient servant,

" L. W. TAZEWELL."

" *To Richard E. Lee, Esq. Mayor of the Borough of Norfolk.*"

The subjoined letter from Captain Douglas, is in reply to the Mayor of Norfolk's communication of July the 4th :—

" *His Majesty's ship Bellona, Hampton Roads, the 6th of July*, 1807.

" SIR,

" I have the honour to acknowledge the receipt of your letter of the 4th instant, in answer to mine of the preceding day, requesting that the British Consul might be restored to his powers.

" As every circumstance relative to the above communication was so fully discussed in presence of the gentlemen deputed by the Magistracy of Norfolk, as bearers of your despatch, I have only in addition to remark, that as far as I am individually concerned,

every exertion shall be used that can, consistent with the honour and dignity of the British flag, tend to an amicable termination.

"I have the honour to be, Sir,

"Your obedient humble servant,

"J. E. DOUGLAS."

"To Richard E. Lee, Esq. Mayor of the Borough of Norfolk, Virginia."

STATEMENT OF THE AMERICAN NAVY.

Ships of 44 guns.

United States, Chesapeak,
Constitution, Philadelphia,
President.

Ships of 36 guns.

Constellation, New York.
Congress, Insurgent.

Ships of 32 guns.

Boston, General Greene,
Essex, Adams,
George Washington, John Adams.

Estimate of the number of persons composing the crews of the navy of the United States.

5 frigates, of	44 guns and	400 men	2000
4 ditto	36	360	1440
2 ditto	32	265	530
4 ditto, smaller ..	32	214	356
8 ships, of	20 to 26	180	1440
3 sloops of war..	18	140	420
2 brigs	16 to 18	100	200
5 ditto schooners..	12 to 14	70	350
7 gallies	....	28	196
		Total, including marines	7532

COBBETT'S STRICTURES ON THE DIFFERENCE WITH AMERICA.

THE late search of the American frigate Chesapeak, by his Majesty's ship Leopard, has called forth numerous animadversions in our daily and weekly prints; but none of them we think is so deserving of notice as the following, from the pen of Mr. Cobbett. That gentleman resided several years in America; is known to possess an intimate knowledge of the manners, dispositions, politi-

cal opinions, &c. of the inhabitants of that country; and consequently, his sentiments must be of some weight on the subject. They accord too, with the opinions of other well informed persons.

"The ministers have said, in the House of Commons, that they are not *fully informed* upon the subject of the late naval squabble about our searching for deserters in American vessels of war; and I was very sorry to hear Mr. Perceval say what seemed to indicate a decided disposition to yield. If they do yield, if they follow the advice of a morning paper, (which, for years, seems to have had a general retainer from the Americans) our navy will not be long lived. Mind, I do not pretend to say, that we may not, in this instance, have been in the wrong; because there is nothing *authentic* upon the subject; nor am I prepared to say, that our right of search, in *all cases*, extends to ships of war; but of this I am certain, that if the laws of nations do not allow you to search for deserters in a friend's territory, neither do they allow that friend to inveigle away your troops or your seamen, to do which is an *act of hostility*, and I ask for no better *proof* of inveigling, than the enlisting and the refusing to give up such troops or seamen.—The American statement I do not believe; and, were there no other witnesses, I would not believe it upon the oaths of all their sea captains put together. The fault of our officers upon that station has been excessive forbearance. We have suffered greatly from our tameness towards those states. Our commanders (with some few exceptions) have discovered the feelings of traders to America. The insults and injuries they have endured were disgraceful.—The Americans are like the worst sort of women: they will set up a terrible outcry. They will beat Admiral Berkeley in lungs; but, if we keep a firm foot, they will soon listen to reason.—Poor Captain Barron and his frigate! I dare say, that this swaggering blade (who is doubtless, dubbed *Commodore*) has a thousand times said, that he wished for such an opportunity as this. I can form a very accurate conception of the rage of the people at Norfolk, and of the noisy town-meeting; and their burning of the water casks of the Melampus is perfectly in character, putting one in mind of the savages, who used to destroy the boat tackling of Captain Cook, and to murder his straggling mariners, when one of their queens or princesses had been induced (without much importunity) to commit a *faux pas* with some one or other of the crew. As to poor Commodore Barron, I should not wonder if they were to eat him alive. Their rage must be beyond all bounds, and if, in their manner of expressing

it, they should appear to be very nice, all I can say is, they are greatly reformed. The morning paper I have alluded to, seems to anticipate an iliad of woes from a war with the American States. I thought I had *proved* to its editor, that that country could not go to war with us, without producing its own destruction as a political body. If necessary, I will prove it to him again. But I would not, because I am morally certain of this, commit an act of *injustice* towards America. I would only demand and insist upon the *rights* of England; and above all other things, I would insist upon it, that America should not be permitted to destroy the British navy.—We are not, observe, to judge of the feelings of the *people* of America, properly so called, by what we read in their base and ignorant newspapers, any more than we are to judge of the feelings of the people of England by what we read from the London daily press. Nor is the conduct of the rum-soused rabble at Norfolk any criterion. *More than one half* of the people of America are disgusted at the base partiality which is shewn to our enemies; and, though the other part is by far the most noisy, I venture to predict, that, when time has been taken to cool men's minds, the voice of our friends, and the friends of justice will prevail. *They will not go to war with us* without justifiable cause; without some act of clear injustice on our part, their government will not venture upon such a measure; and as I am pretty certain that our fault will not be on that side, I conjure the ministers to remain firm.—In all disputes with America, there is a set of persons amongst us who are always ready *to presume against ourselves*. This is intolerable, and that, too, while our presumption is exactly the contrary with respect to disputes between us and every other feeble power. The reason is, that there are so many persons here who have property in the American funds; that there are so many partners in American mercantile *houses*, as they are called; and that there are so many opulent manufacturers, who keep thousands of English wretches to "work and weep," for their own profit, and for the clothing of the Americans: this is the principal reason of a partiality so unnatural, and so disgraceful to our character.—"*Peace, peace*," says Mr. Whitbread. Aye, *peace* as soon as possible; but if you mean *submission*, I am for putting it off to the last moment. I am far, God knows my heart, from relishing submission at home; but let my country hold up her head at any rate.—In dismissing this subject for the present, I beg leave just to add, that if we permit the Americans to inveigle and detain our seamen, we cannot have a navy. The Americans will, in fact, recruit for France, and England will be beaten by our own seamen."

LIST OF THE DANISH NAVY.

Christian the Seventh and Neptunis, very fine ships, of 84 guns each, Kron Printz Maria, Skiold, Waldemar, P. Sophia Frederica, Odin, Ary, Printz Prederick, Three Cronens, and two other ships, of 74 each; one of 70; two new line-of-battle ships on the stocks; Ditmarsen, Syeren, and Justicia, of 64 guns each; Peblen, Nyaden, and Rota, of 44, and Venus, of 36: those are block ships, which are equal to our 38's; Hawfruen, Iris, and Freyja, of 36 each; two frigates, of 32 each, as guard-ships; Fredk Sleen, of 28; a brig and a praam, of 20 each; three or four small brigs and luggers.

CORRESPONDENCE.

MR. EDITOR, *Woolwich, July 25, 1807.*

AS you wish every one to send you such intelligence as they can procure, connected with the plan of your CHRONICLE, the following may perhaps prove acceptable. S. S.

There are three ships on the stocks here. The St. Domingo, 80 guns, built with oak from the Rhine, which it is feared will not answer; the Undaunted frigate, 38 guns, built after the model of the Lively, and the Invincible, 74, laid down last January twelvemonth, remained untouched six months, and will be launched next month.—The York, 74 guns, a new ship lately built here, went into dock on a Monday evening to be coppered, and came out the Tuesday following, at three o'clock in the evening. Her lower masts also are in.—The number of the royal marine corps amounts at present to near 30,000 men.

Five companies of artillery, and two troops of horse artillery, are just ordered for foreign service, with garrison stores. Copenhagen has been mentioned as their object, to secure it from the French.

MR. EDITOR,

DO any of your correspondents know the particulars of a charity which is said to exist for the relief of poor seamen, soldiers, and their families? I have met with the following account of it, amongst some old papers, and wish to inquire, by means of your Naval Chronicle, whether it is correct.

H*****.

"On application to the aldermen, or the lord mayor, and soliciting a ticket, you may receive of the chamberlain, the sum of 4*l.* arising from the legacy left by Sir J. Langham, to the lord mayor and court of aldermen of the city of London, in trust, towards raising a fund for the relief of poor seamen, soldiers, and their families. As the sum cannot be sufficient to supply every one who needs it, it is thus distributed:—the lord mayor has four tickets, and each alderman two, to dispose of yearly, and whoever they favour with a ticket, receives 4*l.* upon giving a receipt for the same at the chamberlain's office without any deduction. Such as cannot find a friend, may obtain a ticket by petitioning to the lord mayor, or aldermen, or by going personally to the mansion house, where the ticket is sometimes granted to them.

"Three years servitude in the navy or army, is quite sufficient to entitle a person to the benefit of it; but it has been much abused, and is very little known amongst those objects whom it is principally intended to relieve."

MR. EDITOR, *Lloyd's Coffee-House, August* 20, 1807.

AT a time when the protection of our commerce is so essentially necessary to every part of the community, and attention to our convoys of the utmost importance, I am persuaded the following honourable testimony of the merit of an individual will not only prove acceptable to your readers, but be the means of creating a spirit of emulation in such persons as are frequently placed in a situation similar to that of Captain Broad.

Trusting you will think this communication worthy of a place in your valuable publication, I remain, Sir,

Your obedient servant,

AN UNDERWRITRR, & CONSTANT READER.

(COPY.)

"*His Majesty's ship Glatton, Malta, April* 23, 1807.

"GENTLEMEN,

"I think it but justice to Mr. Broad, master of the ship Phœnix, trading to Smyrna, to acquaint you, that during the time he sailed under the Glatton's convoy, from the 6th of February, to the 27th of March, 1807, he was remarkably attentive to my

orders and signals, repeating them with promptness on all occasions, and contributing very much (on our passage from Tenedos to Malta) to its safety, by voluntarily affording me his assistance to keep the vessels composing it within the limits of the Glatton's protection. I have the honour to be,

"GENTLEMEN,

"Your most obedient humble servant,

(Signed) "THO. SECCOMBE."

To the Gentlemen of Lloyd's
Coffee-House, London.

PASSAGE OF THE DARDANELLES.

MR. EDITOR,

THE enclosed Journal has accidentally come into my possession: I am not acquainted with the writer of it, but it bears evident marks of being a genuine account of the passing and repassing the Dardanelles: as such I transmit it for insertion in the NAVAL CHRONICLE.

A SUBSCRIBER.

We sailed from Constantinople on the 29th of January, 1807, between the hours of ten and eleven o'clock at night, in his Majestys ship the Endymion, Captain Capel; and such was the hurry in which we went off, that both her cables were cut: we carried easy sail all the night, and anchored the following evening at Galipoli: on the morning of the 31st, we sailed for the Dardanelles, and passing Point Pesquin, where the Turkish fleet was anchored, we saluted the Captain Pacha, whose flag was flying on a frigate of 36 guns, and which returned our salute gun for gun. Soon after we passed the Straits of Sestos and Abidos, where we saluted the castles according to custom, and had the salute returned. We anchored about two or three miles below Abidos, when we joined Sir Thomas Louis, in the Canopus, together with the Thundererer and Standard line of battle ships: here all the British subjects, who were brought away from Constantinople, by the ambassador, were distributed on board the several ships of war, and I was embarked in the Standard, Captain Thomas Harvey. About four o'clock, P. M. of the same day, the squadron weighed, and dropt to the entrance of the Hellespont, and remained there until the following morning, 1st February, when we weighed again, and anchored off the island of Tenedos soon after.

On the 6th February the Active frigate arrived from Malta,

with the intelligence of the arrival at that place of Sir John Duckworth, having the command of five sail of the line and two bombs, and of their intending speedily to join us. On the 8th February, the Glatton man of war arrived from Smyrna, having on board the English Gentlemen and their families, who had left that place by order of the ambassador. On the 10th February, in the forenoon, the squadron under the orders of Sir John Duckworth joined us, consisting of the Royal George and Windsor Castle, three deckers, the Pompée, Admiral Sir Sidney Smith, the Repulse and Ajax, two deckers, and the Lucifer and Meteor bombs. On the 11th February, in the morning, the whole fleet weighed, and stood for the entrance of the Dardanelles, but the wind not being fair, we were obliged to anchor off Cape Janissary. The Glatton, with a convoy of merchant ships, which she brought from Smyrna, remained at anchor off Tenedos. Nothing of any consequence transpired in the fleet till on the night of the 14th of February, when signals of distress were made by the Ajax, and presently after she was perceived to be on fire. The rapidity of the flames was such, that in less than a quarter of an hour the whole ship was one entire blaze. She then parted her cables, and drifted on the island of Tenedos, where she was entirely consumed. Notwithstanding every possible assistance was afforded to the Ajax by the ships of the squadron, more than three hundred and fifty men perished in the flames, or met a watery grave.

On the 19th February the wind being fair, the Admiral made the signal, at day-break, for the whole fleet to weigh, and shortly after the whole squadron stood for the entrance of the Dardanelles, in line of battle, as follows: Canopus, Sir Thomas Lewis, led the van; Repulse; Royal George, Sir John Duckworth; Windsor Castle; Standard, having the Meteor bomb in tow; Pompée, Sir Sidney Smith; Thunderer, having the Lucifer bomb in tow; and the Endymion and Active frigates following. Our ship, and the Thunderer and Active frigates were previously put under the orders of Sir Sidney Smith, and had consequently hoisted the blue ensign. As soon as the leading ship was abreast of the first castles, they opened a brisk fire upon it, and continued so, as each ship passed in succession until the squadron was through. Not a single gun was fired by our line of battle ships at the first castles; the Lucifer and Meteor bombs threw a few shells at them: a heavy discharge of cannon also was continued upon us from some batteries erected on the heights of the European coast of the Hellespont. The van ship of the line having reached the castles of Sestos and Abidos, a most tremendous cannonade was

opened by them, which was briskly returned by each ship in her turn. We next came to a Turkish fleet, which was anchored off Point Pesquin, and covered by a mud battery of thirty-seven guns; it consisted of a line of battle ship, and eleven other ships of war, including frigates, corvettes, brigs, and gun-boats. Our van ships exchanged shots with the Turkish fleet as well as with the battery of Point Pesquin, and having passed, anchored about three or four miles above the Point. On our coming abreast of the enemy's fleet the signal was made by Sir Sidney Smith to the ships of his division to engage it, and presently after the Pompée, Thunderer, and Standard, anchored within shot of them, the Active continuing under sail. Our ship anchored in the midst of the Turkish fleet, and within three hundred yards of the battery of Point Pesquin; we continued a close engagement with the enemy for three-quarters of an hour, when the Turkish ships of war cut their cables, and drifted on shore; our firing also flanked the batteries, the Turks could not stand to their guns, and made off with the greatest precipitation. Such also of the crews of the Turkish fleet as could make off, got on shore; the rest were taken out by our men, and landed on the point, after which the ships were set on fire, and all of them blown up, except a corvette, which was left at the Straits of Point Pesquin in charge of the Active frigate. The loss on our side was very trifling, when compared with the arduous task which we had to perform, or the slaughter on the part of the Turks. Stone shot of between the weight of 7 and 800lbs. were discharged at us from all the Turkish castles, and several struck our ships, but the damage was trifling. Our ship received no damage from the large shot of the castles, but was the greatest sufferer of any, having been materially damaged in her masts and rigging.

The Turkish fleet having thus been destroyed, and the guns of the battery of Point Pesquin spiked, our next care was to repair our damage, which having done, we were again under weigh, and ready for action at four o'clock in the afternoon.

It is to be observed, that the Standard's boat, which was despatched with Captain Nichols, of the Royal Marines, had the honour of carrying off the Captain Pacha's flag, which continued flying until it was struck by Captain Nichols himself.

Having now joined the Admiral in chief, and the signal for weighing being made to the ships which were anchored with him, the whole squadron sailed, and stood for Constantinople, with a very strong fair wind, but not having carried much sail during the night, and the wind lessening next day, we reached the Prince's

Islands with difficulty that night, where we anchored. During our stay at this anchorage, the Admiral having obtained information that the Turks had thrown troops and guns on the island of Proti, near which the fleet was anchored, and on which the only habitation existing is a Greek monastery, inhabited by a few monks and nuns. Orders were issued for boats manned and armed, to drive the Turks away, and for the Repulse to weigh and cover their landing. The Turks, as soon as they saw the boats coming, took to their boats, and made off; our men landed, and brought off the cannon which were on the island. On the evening of the same day the Admiral got information that some Turks that could not effect their escape in the morning, had taken refuge in a monastery. Several boats were immediately manned and armed, and sent on shore; an attack was accordingly made on the monastery, but the Turks being expert rifle men, picked off our men as they advanced, and such was the slaughter, that they were obliged to retreat, leaving the dead bodies on the island. Captain Kent, of the Royal Marines, belonging to the Canopus, and Lieutenant Belisle, of the Royal George, were killed; several men also lost their lives, and several officers and men were wounded. Thus the Turks were suffered to enjoy their victory, no attempt being made after to drive them away.

On the 21st, at day-break, I was despatched to Constantinople in a flag of truce, with letters for the Turkish Government, from the Admiral in chief and the ambassador. In our way to the harbour we stopped a boat with two Greeks in it, who informed us that the greatest bustle prevailed in the city, and that great warlike preparations were going on; that the greatest tranquillity prevailed in it until the 20th, at nine o'clock in the morning, when a Turkish brig of war which saw the British fleet pass the Dardanelles, cut her cables, and brought the intelligence to the Porte. We remained negociating with the Porte till the 1st of March, and the signal having been made for sailing, we weighed and stood tacking off and on the coast of the Seven Towers until night; after dark, we shaped our course for the Dardanelles. On the 2d of March, in the evening, the signal for anchoring being made, the squadron dropt anchor accordingly three or four miles above Point Pesquin, where it remained till next morning 3d March, when we all again made sail and stood for the Straits of the Dardanelles: previous to our weighing anchor, the Turkish corvette which was left at Point Pesquin in charge of the Active frigate, was given to a few Turkish prisoners, and she hoisted Turkish colours. As soon as the squadron got within shot of the

battery of Point Pesquin, the Turks commenced firing upon us, and continued a well-directed fire until the whole squadron was through, our ships returning a very brisk cannonade; the castles of Sestos and Abidos, as well as all the other batteries we passed, successively engaged with us, until we were beyond the reach of their guns, and we anchored off Cape Janissary.

When we were abreast of the castle of Sestos, we received a stone shot weighing 770 pounds, six feet eight inches in circumference, and two feet two inches in diameter; it entered our lower deck, killed five people out right, and having set fire to the salt boxes which were on the deck for immediate use, caused an explosion which wounded forty-seven men. The alarm being given of the ship's being on fire, several of the men jumped overboard, and were never more heard of. Some of the other ships of the fleet also received large stone shots; the Windsor Castle in particular had her mainmast shivered to pieces by one of them. On the 7th of March, in the morning, we were joined in the roads of Tenedos by a Russain fleet of seven sail of the line, all two deckers, and two frigates, under the orders of Vice-Admiral Chechauff, and Rear-Admiral Creig.

I embarked the 10th March on board the Windsor Castle, Capt. Boyles, going to Malta to repair her damage, and sailed the 12th March, in the morning, leaving the rest of the English squadron, together with the Russian fleet, at an anchor in the roads of Tenedos. On the 20th March, at twelve o'clock at noon, we anchored in the harbour of Malta.

N.B. The following is a copy of the Commander in Chief's letter of thanks to the officers, &c. under his command.

"*Royal George, without the Dardanelles,*
4th March, 1807.

"Although unforeseen and insurmountable obstacles prevented the squadron under my command from effecting at Constantinople the objects which it had in view, I cannot refrain from offering my most heartfelt acknowledgments to all who have so nobly contributed their exertions throughout the arduous service in which we have been engaged. To Rear-Admiral Sir Thomas Louis, who, with the gallantry and cool judgment which marked his character, led the squadron, and to Rear-Admiral Sir Sidney Smith, I beg to present my sincere thanks for their able assistance, as well as to the captains, officers, seamen, and royal marines, for the steady

bravery which has been so eminently displayed, in forcing and returning through a passage so strongly fortified by nature and by art, and which had till now been deemed impregnable.

J. T. Duckworth

To the Rear-Admirals, Captains, Officers, Seamen, and Royal Marines of the Squadron.

MR. EDITOR,

THE following excellent observations are intimately connected with the subject of your NAVAL CHRONICLE. They appeared lately in the Sun newspaper, and are worthy of being made more known, and preserved in your useful work.

J. S.

Britannia suis stat viribus non arbitrio alieno pendet.

In support of our maritime war against France and her dependencies, we are, as I began to shew in my last letter, well provided with the means of keeping up our superior navy. Concerning materials, I must further observe, that we have many very large manufactories for the making of canvass in the province of Bengal, and it is well known that the coir or rind of the cocoa nut, which abounds in every part of India, would supply us with all we can want of very excellent cordage.

In addition to the ship timber from Rangoon, in Pegu, we have woods of prime growth for ship-building, in the neighbourhood of Prince of Wales's Island, where several fine vessels have already been constructed. In Nova Scotia so great is the supply of wood, for masts of every size and length, that a commercial man lately solicited from Government a contract to supply therewith the whole British navy.

France has indeed now in her possession all the forests of Germany, and the dock-yards of the continent, with a line of coast from Cadiz to the Elbe, and therefore she may, in the course of time, create for herself an enormous navy; but let it be recollected that at least one third of that navy would be captured and conducted into British ports; and, already, French bottoms make no trifling proportion of our marine. Be it observed, too, that French seamen are by no means comparable with ours; they are trained and formed in harbours, where they must necessarily be cooped up through fear of the British navy, whereas it is a well known fact that nothing but actual sea service, and that for a

much longer period than we shall ever allow the French to be at sea, can form an efficient marine—witness the superior skill and *sea presence of mind* in our British tars in the action of Trafalgar, wherein the labour of years in naval architecture, and the utmost efforts of France and Spain, were annihilated in a few hours. Such will ever be the discomfiture of fleets disciplined in port, particularly in the aukward French discipline, and especially when they encounter a British fleet, whose seamen are inured to the service, and seldom, or but little, on shore.

With regard to the present system of blockading the enemy's ports I need say little, because, I believe it is in the contemplation of the Lords Commissioners of the Admiralty to alter it for a service of less wear and tear to our shipping; but with regard to trade, I contend that, by a maritime war, we shall suffer far less injury than the enemy, for our British cruizers and squadrons must so distress if not entirely cut up French commerce, that their merchants must become bankrupts, and their manufactories and trading towns be in a state of ruin: on the other hand, whatever foreign trade there is, we shall have it; all the carrying trade, if there should be war with America, will be ours; and because the continent of Europe, from long usage, cannot comfortably subsist without the produce of our manufactories, and of our colonies, it will be beyond the power of the French ruler to exclude importations for any great length of time; even now, a very lucrative trade is going on between us and both sides of Spanish America, in spite of every prevention of the Spanish government. Our manufactures will find their way over the continent, and the only difference will be, that the enemy will be obliged to buy articles dearer than before: and though it be confessed, that the short and tremendous wars of Buonaparte have wonderfully enlarged the territory, and proved highly lucrative to the French soldiery, as wars of pillage, yet a maritime war of long continuance will add check to check, and spread over the continental nations such trouble and vexation as may induce revolt. The French armies must line their own coasts, and having nothing to do, will waste away in luxury and in inglorious ease.

——— Sævior armis
Luxuria incubuit victumque abutitur orbem.

They will become armies of impotence and contempt to their native country; while we, by maritime war, shall more and more have strength and power to clap a naval extinguisher upon their pride of conquest and now brilliant successes.

I am, Sir,

Hendon, July 30, 1807.

PRO NOBIS.

PLATE CCXXXVIII.

MR. EDITOR,

THE annexed plate represents his Majesty's ships Swiftsure and Emerald, off the Tower of Mirabou, near Alexandria, in Egypt.

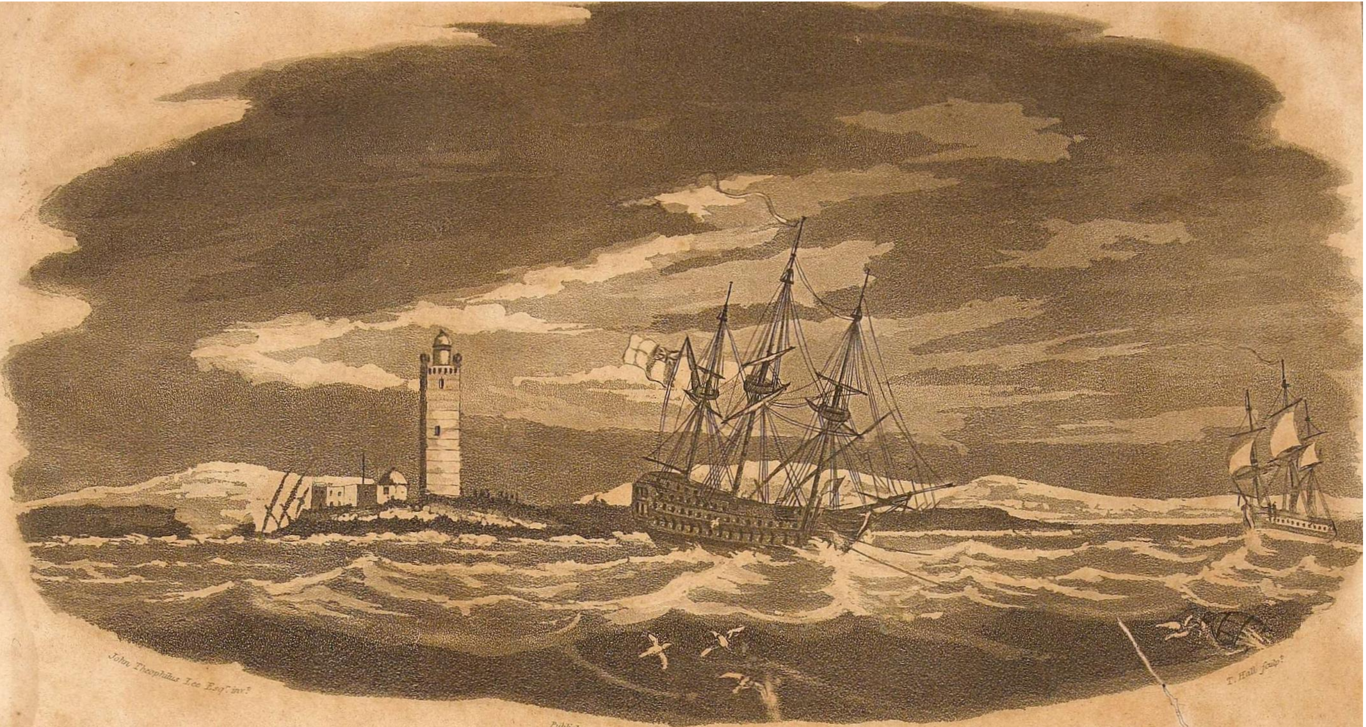
General Fraser, and the expedition under his command, landed at Mirabou, which is situated on a small rocky island, and commands the entrance of the new harbour of Alexandria, from whence a reef of rocks extends into the sea to this place.

It was on this situation that the French, after our having destroyed several vessels, and made an attempt to cut out a galley, from within the reef, erected two strong batteries. We frequently annoyed them whilst accomplishing this work by a broadside or two from the Swiftsure. On the 2d September 1799, when off Mirabou, we chased a cutter of the enemy's, with despatches from France to Buonaparte; the captain, through the persuasion of General Coutamin, (who was proceeding to join the army in Egypt) ran his vessel on shore a little to the westward of Mirabou; most of the crew made good their landing, but the surf soon destroyed the cutter.

At this moment nothing was to be seen but barren uncultivated lands as far as the eye could reach, but in a short time we descried several Arabs: the enemy now perceived their error, but it was too late! seven of them were fortunate enough to get on board our boats, owing to the humanity of one of our midshipmen, who, at the imminent hazard of his life, swam through a tremendous surf to the shore with a rope in his hand, by which means the French captain and six of his men were saved.

The French, on shore, repeatedly hailed our boats to be taken on board. The officers and men suffered themselves to be stripped by the Arabs, without resistance; many were murdered on the spot without any cause; the rest were carried up the country. Amongst the former was the unfortunate French general and his aid-de-camp, who on their knees entreated for mercy: an Arab on horseback unslung his carbine, and drew the trigger, but the piece missed fire; he renewed the priming, and again presented it at the general; the shot killed the aid-de-camp, who was on his knees a little behind him. The Arab then, with a pistol, shot the general: the courier also, who endeavoured to escape, was followed and murdered. The despatches were afterwards recovered by the French for a sum of money.

A troop of horse now appeared on the beach from Alexandria,



John Theophilus Lee Esqr inv.^t — *T. Hall sculp.^t*

Published 31 August, 1807, by J. Gold, 103, Shoe Lane, Fleet Street.

Tower of Mirabou near Alexandria in Egypt.

but on arriving at the spot where lay their murdered countrymen, fearing lest they should be surrounded by superior numbers, they wheeled about, and returned to the city. Buonaparte afterwards, by a flag of truce, praised the conduct of General Coutamin, in endeavouring to cut his way through the Arabs to the city of Alexandria, rather than surrender to the British squadron.

J. T. LEE.

NAVAL LITERATURE.

The Oriental Voyager; or Descriptive Sketches and Cursory Remarks, on a Voyage to India and China, in his Majesty's Ship Caroline, performed in the years 1803-4-5-6. *Interspersed with Extracts from the best modern Voyages and Travels. The whole intended to exhibit a topographical and picturesque Sketch of all the principal Places which are annually or occasionally visited by our East India and China Fleets. The Routes to and from India, illustrated by the Tracks of his Majesty's Ships Caroline and Medusa, correctly set off on a Chart, extending from the British Isles to Canton. By* J. JOHNSON, *Esq. Surgeon in the Royal Navy.* 8vo. pp. 388. 10*s*. 6*d*. bds. Asperne. 1807.

THE nature of this work is accurately described by the title-page; in addition to which, the author informs us, in his preface, that his sole object "is, *to furnish the young voyager with an agreeable and useful companion, on his first visits to the oriental world.* In order to effect this purpose, he has been under the necessity of selecting such passages from the most respectable voyages, travels, &c. as were descriptive of those places which the author himself had not had an opportunity of visiting; taking care, notwithstanding, to distinguish them as such, and without attempting to plume himself in borrowed feathers, to affix to each extract its authority, however disadvantageous it might be to his own descriptions."

There is a candour in this mode of proceeding for which Mr. Johnson deserves credit.

The plan of the work having been pourtrayed, we proceed to notice its execution, and, summarily, to analyse its contents.

In the spring of 1803, the Caroline, of 36 guns, commanded by Captain Page, having been fitted out for the home station,

with three months' provisions on board, was ordered to proceed to Cork, to wait for farther instructions. On the 24th of May, the Caroline left that port, with a king's messenger on board, bearing the declaration of war against France, and orders (to be opened in a certain latitude) to detain all vessels belonging to the Batavian republic.

Until their arrival off Madeira, little deserving of notice occurred; but the author takes leave to suggest, to captains of Indiamen, whether, with respect to water, it might not be preferable to suffer the men to drink what they please at the scuttle-butt, to serving it out in allowances, as is usually the case. In the latter mode, much of the water, he observes, is spilled, by the motion of the ship; added to which, the idea of restriction will frequently excite a kind of thirst, and inclination for more than is really necessary. In the Caroline, though their stock was but small, the men were permitted to drink as much as they chose at the scuttle-butt, but not to take any water from thence, unless for the express purpose of cooking, or for the sick.

The appearance of Madeira is thus described:—

"At day-light this morning (June 10) we found ourselves close in with the north-east point of Madeira; and as the sun arose, the whole prospect of Funchal, and the surrounding villas, churches, &c. burst upon our view. This bay has a truly romantic and beautiful appearance. The town (the houses of which are all white, and look remarkably well) lies at the bottom of the bay; and the ground, forming the extremities of the latter, rises at first with a gradual, and afterwards with a very steep ascent, in the form of an amphitheatre. From the sea up the steep part, the whole is covered with vineyards, villas, orangeries, churches, and convents, rising in gradation, and forming a most picturesque landscape; while the steep cliffs, raising their fantastic and wood-clad summits above the clouds, majestically crown the whole."

After going on shore, in the British consul's barge, Mr. Johnson, and his companions, had a ludicrous rencounter at the governor's. Having waited for some time in the audience chamber, the doors flew open, and there entered, with a profusion of bows, a splendidly-dressed gentleman, to whom the party, concluding it to be the governor, in *propria persona*, made their obeisance. He proved, however, to be no more

than the *avant courier* of the governor, who entered amidst the awkward confusion which the explanation had occasioned. This reminds us of an incident in the life of one of our poets—Dryden, if our memory be correct—who, once having occasion to wait upon a duke, composed a very flowing harangue, which he delivered, in due form, on the entrance of "a splendidly-dressed gentleman." He had just learned, to his inexpressible confusion, the error into which he had fallen, by mistaking the duke's valet for the duke, when his grace entered. But the poet's eloquence had fled; he was not in a mood for making an extempore speech; and the duke missed the felicity of hearing (unless he heard them at second hand, from his valet) the elegant compliments which had been framed, to tickle the vanity of his grace!

Mr. Johnson visits the respective churches, convents, and monasteries, of the island; and presents a general sketch of the country, geographical, geological, &c.—On the 6th of July, he crossed the equator. The ceremony, upon this occasion, is accurately and amusingly detailed.—"On the night of the 4th of September," says our author, "we saw the fires on the mountains of Ceylon, after a passage of one hundred and four days; without the least preparation for a long voyage, yet without losing a man by sickness, during this long run of upwards of thirteen thousand miles. There did not appear a single symptom of scurvy during this voyage; which can only be accounted, by the discipline and cleanliness of the ship's company."

"The coast (says he) along this part of Ceylon, especially close to the shore, very much resembles the English coast between Yarmouth and Ipswich; except that along this beach appear numerous groves of cocoa-nut trees, interspersed with Indian huts, or, as they are here called, *bungalows*. Behind this, the scenery is truly romantic; the hills and mountains rising in the wildest order and most fantastic shapes imaginable: abrupt precipices, pleasant vallies, thick groves, towering cliffs, and lofty mountains, are here seen intermingled in 'regular confusion,' and clothed in nature's most verdánt livery; affording a delightful prospect and relief to

the eye of the mariner, fatigued with the dull monotony of a long sea voyage.

> ———————‘ Candy's heights
> Burst on the view———————
> All forms assuming, bold—abrupt—grotesque.—
> O'erlooking glens sequester'd—vallies rich—
> Meandering rivers, and the ocean wide.’

“From the singular appearance of some of those hills, mariners have been induced to confer on them as whimsical titles; such as the Friar's Hood, Dromedary's Back, and various other appellations, from their fancied similitude to animals, or other objects.”

Having come to an anchor in Madras Roads, Mr. Johnson thus describes the mode of crossing the surf, in order to effect a landing:—

“As ships' boats never attempt to land at this place, there are a number of the country, or, as they are called, Massulah boats, kept by the India government to attend on such ships as are lying in the roads; for the men of war there are generally two, to cross the surf to the ships' boats, which lie at a grapnel outside. These boats are of very rude construction; flat-bottomed, high, and the planks sewed together by a fibrous substance, that gives the timbers great play while crossing the surf. They are rowed by eight or ten men, who sit upon narrow thwarts, that cross from gunwale to gunwale; and use, instead of common oars, long pieces of bamboo, to the extremities of which are tied small oval pieces of boards; with one of these oars lashed to the stern, the boat is steered, the man standing upon a little platform or quarter-deck raised abaft; before and below which is the seat for the passengers; the luggage stows on a parcel of brush-wood that lies in the bottom of the boat, which is generally so leaky, that a boy is kept constantly bailing out the water. The men are perfectly naked, except a small piece of rag tied round their loins; and thus equipped, they pull towards the shore, with a song whose harshness to the European ear no words can describe.

As the surf at this settlement is perhaps the greatest in the world, there seldom passes a monsoon without the loss of several lives; and consequently the settlers are very averse to crossing it. In common weather there are only two or three distinct surfs, the outermost of which is the largest, and most dangerous; but in bad weather, and especially at the breaking up of the monsoons, the surf sometimes has been known to break as far out as where the ships lie at anchor. It is very interesting to see these Mussulah boats, with the men lying on their oars, on the very verge of the

surf, waiting, and carefully watching, till a very large one has broke close within them; when they immediately pull in, with all their might, and with a united concert of vocal music, that might well rival the war-whoop of the American savages. By these means they generally contrive to pass the place where the outer surf breaks, in the interval between two surfs, when the danger is over. This, however, was not the case the first time we went ashore; for the Massulah men pushing in too soon, a tremendous swell took us forward with amazing rapidity, and the instant it broke beneath us, the boat *broached to*, and we were immediately overwhelmed in the surf! When its rage had a little subsided, we found the boat nearly full of water, but still on her bottom; two or three of the men, who had been thrown from their seats overboard, instantly regained them, and fortunately got the boat's head round before the next overtook us, which otherwise would certainly have upset us.

It has been a question, in which the greater danger consists, the going on shore, or coming off? I am inclined to think the former is the more dangerous of the two, though boats are frequently lost in both operations. In going towards the shore, these accidents generally happen by the *broaching to* of the boats; and in going off, by a large surf curling in over the bows of the boats, and swamping or staving them. At these periods there are generally catamarans attending the Massulah boats, which are frequently instrumental in saving the lives of Europeans, for which they get medals, that they are not a little proud of. This vessel, if it deserves that name, is composed merely of three pieces of wood, ten or twelve feet in length, and lashed together with pieces of rope; the middle piece being the largest, and somewhat lower in the water than the other two. On this the catamaran men (generally two) sit actually on their heels, for their knee-joints are so flexible, that they can bring every part of the back of the leg into contact with the under side of the thigh; so their hip-bones rest on their heels. Their paddles are pieces of slit bamboo, three or four feet in length; and thus equipped, they dash in through the surf, which sometimes upsets the catamaran, end over end; but they soon mount it again, having strings fastened to the timbers, and rolled round their wrists, so that they ne er can be thrown off to any great distance. It is highly entertaining to see these fellows manœuvering their little vessel through the surf. As soon as a large one comes near them, they start upon their legs, and leaning forward, plunge right through it: they are not always however able to effect this; for sometimes it is so powerful, that it upsets catamaran and all. [To be continued.]

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

THE MARINER.

(INCLUDING POETICAL SKETCHES OF VARIOUS PARTS OF THE WORLD.)

By an Officer in the Navy.

(Now first published.)

[Continued from page 61.]

"PER VARIOS CASUS, PER TOT DISCRIMINA RERUM,
TENDIMUS." VIRG.

ADIEU, ye scenes where fancy loves to dwell,
Ye native bow'rs of innocence, farewell!
No more your rural haunts shall greet my eyes,
Or well-known hills in distant prospect rise:
On life's wide ocean early forc'd to stray,
Ere reason could assert her sov'reign sway,
Careless I roam'd unconscious of design,
Resolv'd to Fate my fortunes to resign.
To fam'd Augusta's port I first repair,
And to a merchant make my humble pray'r,
Who soon enroll'd me with the daring crew
That o'er the seas commercial gain pursue;
Then to the naval chief directions gave,
To straight embark me on the roaring wave.
Where Greenwich tow'rs salute the wond'ring eyes,
Prepar'd for sea the ready vessel lies;
The jovial tars, on shore without controul,
Drown cares and sorrows in the genial bowl;
Or to their kindred bid a long adieu,
No more, perhaps, their native shores to view!
At length the fav'ring gales auspicious rise,
And round the decks the hardy boatswain flies,
Each to his station boisterously he sends,
And oaths and orders in commixture blends!
The flutt'ring sails expanding by degrees,
Spread a broad concave to the whistling breeze;
Light o'er the surface of the refluent tides
The stately bark majestically glides,
Till the steep cliffs on Albion's sea-girt shore,
In ocean sunk, are now beheld no more.

O'er all the wide expanse I cast my eyes,
And view the boundless plain in mute surprise,
See ocean's waves receive the orb of day,
While round him evanescent glories play;
And evening clouds, a gay fantastic train,
All shapes assume along the western main:
With secret joy my youthful bosom glows,
As Nature's matchless scenes around disclose
The *varying God*, whom rolling spheres obey,
And at whose nod those spheres shall melt away!
Whose potent voice can warring winds controul,
Bid livid lightnings gleam, or thunders roll;
Whose pure unerring wisdom governs all,
And wills a sparrow's—or an empire's fall!
Twelve days our mazy courses we pursue,
The next, Madeira's mountains rise in view,
Along the verdant coast we slowly sail,
Survey each pine-clad hill and flow'ry vale;
Admire the sloping glades with vines o'erspread,
Where many a villa rears its stately head;
While far above, Religion's hallow'd fane
O'erlooks the glitt'ring town, and azure main:
'Mid airy cliffs the sacred anthems swell,
Where cloister'd nuns in deep seclusion dwell,
And pour their VIRGIN praises to the skies,
Or tend the quivering flame that never dies?
Deep in a bay our anchors now we cast,
And moor securely from the northern blast;
A gay romantic scene before us lay,
Where light and shade their magic tints display;
Here citron groves perfume the air around,
And vines with nectar-bearing grapes are crown'd,
There peasants' cots, and green-sequester'd bow'rs,
Ward off the summer's suns and autumn's show'rs;
Behind, the craggy cliff and lofty hill,
(Adown whose sides the crystal streams distil)
Project their ev'ning shadows o'er the scene,
And from the wintry winds the vallies screen.
On this fam'd isle the mantling vines produce
A wine surpassing the falernian juice:
Not more delicious, quaff'd the Cyclop dire,
When griev'd Ulysses saw his friends expire!
Who still prepar'd for every new distress;
Beguil'd the monster by his smooth address;

Then crown'd with potent draught the sparkling bowl,
And steep'd in Lethe's streams the tyrant's soul!*
Here, though the toiling hinds with anxious care
The vineyards cultivate, and grapes prepare,
One fourth alone of all the annual store,
Rewards their labour when the work is o'er!
At night returning to his humble cot,
The day's fatigue and sultry heat forgot,
No cheering draughts the peasant's bosom warm,
And to the ev'ning banquet lend a charm;—
Ah, no!—content the acid lees to drain,
The luscious cask is launched across the main,
On distant shores the festive board to grace,
Corroding cares, and sickly fears to chase:
To add fresh lustre to the sparkling eyes,
Bid secret transports glow, and sweet emotions rise!

J. J.

[To be continued.]

*His Majesty's Ship C***n,*
Portsmouth, Aug. 1807.

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

THE principal objects of attention to the naval historian continue nearly the same—the operations of the powerful fleet which has been sent to the Baltic, and the conduct of the Americans. Respecting the first, the following is the latest and most correct information we have been enabled to collect from a variety of sources. In an interview with the Prince Royal of Denmark, Mr. Jackson requested to be informed, whether the Danish Government intended to declare for, or against England: because in the present system of violent measures adopted on the Continent, the neutrality of Denmark could no longer be acknowledged. His Royal Highness made this reply: "I shall consider any power as my enemy, which shall endeavour to make me depart from my neutrality." And having thus delivered his sentiments, the Prince immediately set off from Kiel for Copenhagen where he arrived on the 11th of August. It appears that our admiral waited the result of Mr. Jackson's mission before he commenced his operations. According to a private letter, August 14th, the British men of war, with the troop ships, form a complete line of circumvallation round the island of Zealand, some divisions have also entered the great and little Belts. That excellent officer, Commodore Keates, with four sail of the line, and some frigates, passed the Belts on the 4th.—Between Copenhagen and Elsineur there were, on the 8th, eighteen sail of the line, besides frigates. The English fleet formed a telegraphic line from Copenhagen to

* Vide Odyssey.

Kiel. Such was the state of our naval proceedings in the Baltic at the beginning of the month of August. The first great object which our ministers had in view was to secure the Danish fleet from becoming a powerful weapon in the hands of our inveterate enemy; and in the accomplishment of this, they have certainly shewn a laudable promptness of decision accompanied with a dignified forbearance. Our admiral has 90 pendants under his command, with near thirty thousand troops. An expedition more formidable in point of force, and fitted out with more activity, never sailed from a British port.—We trust, that having secured the Danish fleet, it will afterwards be directed against the Russian navy.

Buonaparte has placed us, as it were, under the ban of the Continent—he has endeavoured to set all the Continent against us, and we are justified in taking such measures, as our safety may render necessary, against all those nations which he can controul. He will not permit any nation to be neutral towards us. Switzerland, whom we have never injured, is not to receive our merchandize. Portugal who bribed him to let her remain neutral, is forbidden to open her ports to us. Our property is to be seized on neutral ground, and yet Buonaparte cries out for the freedom of the seas, and the abandonment of our maritime rights.—We are placed in a situation in which we must use the same weapons which he does.—The necessity is to be lamented, but the necessity is our justification.

Respecting peace, we can only repeat the following just observations:— "It seems strange that there should yet remain persons who entertain expectations of peace from the article inserted in the treaty of Tilsit, relative to the mediation of Russia.—The imperative nature of that article shews that France and Russia have certain plans in common against us, which are to be acted upon at the expiration of a given period. It is almost evident that the two powers expect, from the suspicious mode in which the communication was made to us, and from the terms of the article itself, that we shall refuse to accept the mediation unless it be accompanied by some information which they will not give, relative to the secret articles of the treaty; for that there must be secret articles no one can doubt who sees, that in the published articles, no mention at all is made of the main points in dispute between the two powers, of the Ionian Republic, of Cattaro, of Sicily, &c. That the period for accepting or rejecting any offer of mediation should be limited, and limited to a short period, is, we believe, a circumstance unprecedented."

There is in fact no possible basis upon which such a peace could be concluded.

Will France consent to the re-delivery of Hanover, which already makes a component part of the kingdom of Westphalia?—An inference is attempted to be deduced from the circumstance of Hanover not being mentioned either in the Russian or Prussian treaties. This is nothing, as Hanover is the central part of the new kingdom, and therefore was not required to be mentioned in the enumeration of boundaries.

Will France, moreover, consent to the severing of Sicily from the Neapolitan monarchy?—We should think not—Naples is in good part supported by the harvests of Sicily.

These in fact are the sole subjects which can constitute the fund of cession on the part of France:—England, upon her part, must purchase them by colonial equivalents.

Respecting the invasion, which we must expect the wily usurper will soon at least threaten us with, it has been well observed by Redhead York in his Political Review, "The tyrant has at his command an highly disciplined and expert army of 400,000 ruffians. This number is, I believe, rather beyond his exact establishment: but I prefer taking it upon an enlarged scale, in order to place my reasonings upon a less objectionable foundation. Of this large force we shall find, by a slight inspection of the map of Europe, that Buonaparte must withhold at least, 250,000 men for the preservation of his empire, and the controul of his vassal states. The residue may be spared for the conquest of this island: that is, 150,000 may attempt to conquer. Now, I defy any man living to shew how these miscreants are to come. The French cannot invade this country without a powerful navy to cover their landing; and unless we conclude a peace with them, that navy can never be formed."

The unusual interest which has been excited in this country, by the late rencounter between his Majesty's ship Leopard, and the American frigate Chesapeak, off the Capes of Virginia, has induced us to devote a considerable portion of room to the insertion of such documents as have come to hand. Nothing, indeed, of importance has been omitted. It is understood, that no official communication, whatever, has yet taken place between his Majesty's ministers and the American ambassador in this country. The latest accounts from America are of a pacific nature; and the probability is, that the fermentation of the people will subside, and that the affair will be amicably adjusted between the respective governments. An American vessel, which has since reached England, passed through Commodore Douglas's squadron on the night of the 17th of July, without experiencing the slightest interruptions. Commodore Douglas arrived at Halifax, in Nova Scotia, on the 28th of July.

The observations of Mr. Canning, with respect to America, a few days before the breaking up of Parliament, are particularly deserving of notice. He expressly stated, that the misunderstanding had in no degree arisen from the views or conduct of his Majesty's present ministers; that on coming into office they had conceived it to be their duty to act up to the spirit of the treaty which had been framed by their predecessors; and that no new instructions whatever had been sent out, either to his Majesty's representative in America, or to the naval commanders on that station.

A report is prevalent, that Buenos Ayres has been recaptured. The expedition for that purpose sailed from Monte Video on the 4th of June.

Another report states, that South America has been transferred to Buonaparte, by the Spanish government, in exchange for European dominions.

A serious disturbance is said to have taken place at Canton, in consequence of a Chinese having been accidentally killed by one of our seamen.

Portsmouth, August 17.—Notwithstanding the hopes that were entertained respecting the Blenheim in our last, we are obliged to insert the following contradiction:—Arrived his Majesty's ship Concord, of 36 guns, from the East Indies: she brings the melancholy account of the loss of his Majesty's ship Blenheim, of 74 guns, Vice-Admiral Sir T. Troubridge; which ship is supposed to have foundered in a heavy gale of wind. They also report the loss of the East India Company's ship Ganges, in the East Indies, but the crew were saved.

At the Court at the Queen's Palace the 19th of August, 1807.

PRESENT,

The King's Most Excellent Majesty in Council.

His Majesty, taking into consideration the measures recently resorted to by the enemy for distressing the commerce of the united kingdom, is pleased, by and with the advice of his Privy Council, to order, and it is hereby ordered, that all vessels under the flag of Mecklenburgh, Oldenburgh, Papenburgh, or Kniphausen, shall be forthwith warned not to trade in future at any hostile port, unless such vessels shall be going from or coming to a port of the united kingdom; and in case any such vessel, after having been so warned, shall be found trading, or to have traded, after such warning; or in case any vessel or goods belonging to the inhabitants of such countries, after the expiration of six weeks from the date of this order, shall be found trading, or to have traded, after six weeks have expired, at any hostile port, such vessel and goods, unless going from or coming to a port of the united kingdom, shall be seized and brought in for legal adjudication, and shall be condemned as lawful prize to his Majesty:—And his Majesty's principal secretaries of state, the lords commissioners of the Admiralty, and the judge of the High Court of Admiralty, and judges of the Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

STEPHEN COTTRELL.

NOTICE TO MARINERS.

In virtue of an act of parliament, Geo. III. c. 132, authorising the honourable the commissioners of northern light-houses to erect a light-house on the Bell-Rock, to place a floating light there, and to collect duties thereupon, notice is hereby given, that a vessel, fitted out for a floating light, is now moored off the Cape or Bell-Rock, situated at the entrance of the Friths of Forth and Tay, in N. lat. 56° 27′ and W. long. 2° 27′.

The moorings of this light consist of a mushroom anchor, with a chain, laid down in 17 fathoms water, the Bell-Rock bearing by the compass, E.S.E. distant one mile; the Red Head, N. by E. ¼ E. distant thirteen miles; Fifeness, S.W. ¾ W. distant twelve miles; and the Island of May, S.W. ¼ S. distant seventeen miles.

The light will be from oil, and will be lighted upon the night of the 15th day of September 1807, and thereafter every night, from the going away of daylight in the evening till the return of daylight in the morning. To distinguish this light from the double lights at the Tay and Scares, and from the single light on the island of May, three distinct lights will be shown by a lantern hoisted to the top of each mast, and these will be visible from every point of the compass; the lanterns on the fore and mizen mast being elevated 23 feet, and that on the mizen mast 31 feet above the vessel's deck: the lights, when seen from either side of the ship, will have the appearance of a triangle, but if seen end on, will appear as two lights, the one above the other.

This vessel was formerly a fishing dogger, and at the distance of seven or eight miles is like a ship under jury-masts; in the day-time a blue flag, with a light house in the field, will be displayed from the main mast; and in thick and foggy weather, a bell will be tolled on board, with an interval of a minute, night and day.

Although this vessel has been fitted out in the completest manner, and every attention paid to mooring her properly, yet as all floating lights are liable to break adrift in the tempestuous weather of winter, mariners are recommended not to neglect their land marks, and to run with caution for the floating light.

This vessel is also intended to answer the purpose of a store-ship, while the light house is building on the rock, and should it be found necessary to alter her present station, during the working months of summer, due notice will be given.—By order of the honourable commissioners of the northern light houses.

C. CUNNINGHAM, Sec.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, AUGUST 15, 1807.

Copy of a Letter from Admiral Lord Gardner to the Honourable William Wellesley Pole, dated Ville de Paris, off Ushant, August 11, 1807, *and received this day.*

SIR,

I TRANSMIT herewith, for the information of the Lords Commissioners of the Admiralty, a letter which I received this day by the Lavinia from Plymouth, from Rear-Admiral Sir Richard Strachan, dated off Rochefort, the 28th ult. accompanying a letter from Captain Dilkes, of the Hazard, giving an account of the boats of the vessels stationed off the Pertuis Breton having, on the 27th July, succeeded in capturing and driving on shore sixteen chasse marees of the enemy; the performance of which service appears to reflect great credit on Captain Dilkes, as well as the other officers and men employed on this occasion.

I have the honour to be, &c.
GARDNER.

Cæsar, off the Pertuis d' Antioche,
July 28, 1807.

MY LORD,

On the morning of the 27th, Captain Dilkes having observed at daylight several small vessels under sail in the Pertuis Breton, sent the boats of his squadron in chase, and they succeeded in capturing, in a manner highly to the credit of the officers and crews concerned, nine sail, and drove six on shore; and one was destroyed by the enemy.

I herewith enclose Captain Dilkes's letter, and beg strongly to recommend that meritorious officer to your lordship's notice. He has commanded the blockading squadron in the Pertuis Breton since the 1st of April, and during that time we do not know of any vessel of the enemy having escaped his vigilance. I have directed him to send the Colpoys brig with the prizes to Plymouth, which I hope your lordship will approve of.

I have the honour to be, &c.
Admiral Lord Gardner. R. J. STRACHAN.

His Majesty's sloop Hazard, off the
Pertuis Breton, July 27, 1807.

SIR,

I have the satisfaction to inform you, that at daylight this morning sixteen of the enemy's vessels were discovered in the entrance of the Pertuis making to the eastward; it being nearly calm, and no chance of the ships closing them, I made the signal for boats to chase, which was obeyed with the greatest alacrity, by the brigs you honoured me with placing under my command.

The boats succeeded in capturing nine chasse marees, two of them bearing pendants, and armed with two four pounders and four swivels: the crews of the whole having taken to their boats, and escaped to the shore with all their papers; the tenth vessel was scuttled by the enemy, and sunk just as the boats were taking possession; the remaining six were driven on shore, and as a very heavy swell is setting in, I have hopes they will all bulge.

I feel additional pleasure in this service having been performed without any of the brave fellows employed in the boats being hurt, though under a heavy fire of musketry from troops on the beach,

I beg leave to enclose a list of the vessels captured this morning by the boats of the Hazard, Conflict, Growler, and Colpoys, with an account of the enemy's vessels that have been destroyed by the Hazard's and other boats in company, since the 1st of April last.

I have the honour to be, &c.

(Signed) CHARLES DILKES.

Sir Richard J. Strachan, Bart. and K. B. &c. &c. &c.

List of French vessels taken on the morning of the 27th July 1807, by the boats of the Hazard, Conflict, Growler, and Colpoys.

Chassé Marées.

Les Deux Amis, armed with two four pounders.
Les Trois Frere Horaces, armed with four swivels.
La Veronique, laden with wheat.
Le Sans Pareil, laden with wheat.
La Marie Françoise, in ballast.
La Marie Louise, in ballast.
La Bonne Janton, in ballast.
Le Pascal, in ballast.
Le Galisle, in ballast.
Name unknown, sunk by the enemy to prevent falling into our hands.
Name unknown, armed with six guns, run on shore in the surf.

(Signed) C. DILKES.

List of vessels taken and destroyed between the 1st of April and 10th of June 1807.

Sloops.

La Rosalie and La Jeune Marie.

Chassé Marées.

La Petit Marie.
Le Patriot.
La Marianne.
La Belle Louise Josephine.
La Marie Françoise.
Name unknown, sunk by the batteries after taken possession of

(Signed) C. DILKES.

ADMIRALTY OFFICE, AUGUST 7, 1807.

The King having signified to my Lords Commissioners of the Admiralty his royal pleasure that the following uniform clothing shall in future be worn by the masters and pursers in his royal navy, their lordships do hereby give notice thereof to all masters and pursers in his Majesty's royal navy accordingly, and require and direct them to conform strictly thereto.

FULL DRESS.

"Blue cloth coat, with blue lappels, cuffs, and collar, collar to stand up, three buttons on pockets and cuffs, white lining; white cloth waistcoat and breeches; plain hat."

UNDRESS.

Blue cloth coat, blue lappels and round cuffs, fall down blue collar; waistcoat and breeches of white or blue cloth as may be convenient.—The buttons worn by the masters to bear the arms of the Navy Office, and by the pursers those of the Victualling Office."

And the Lords Commissioners of the Admiralty do hereby further give notice, that the uniform directed, in pursuance of his Majesty's order on the 17th November 1787, to be worn by the warrant officers of his Majesty's fleet, viz.

"Blue cloth coat, with blue lappels and round cuffs, fall down collar, three buttons to the pocket and cuff, white lining, but not edged with white; button with an anchor, same as the captain's former one; white cloth waistcoat and breeches:"

Shall be worn only by gunners, boatswains, and carpenters; and the subordinate classes of warrant officers shall not be allowed to wear lappels.

W. W. POLE.

Imperial Parliament.

HOUSE OF LORDS, TUESDAY, JULY 28.

LORD HAWKESBURY brought down a message from the King, announcing that his Majesty had entered into subsidiary engagements with the King of Sweden—that his Majesty's minister at the court of Prussia had advanced 100,000l. to the Prussian government; and that his Majesty had furnished arms for the Prussian army, to the amount of 200,000l. more.

WEDNESDAY, 29.

Lord *Hawkesbury*, in moving an address to his Majesty, on the royal messages relating to Sweden and Prussia, stated, that his Majesty's present ministers would not have thought they had done their duty, if they had confined themselves to such scanty means of assistance to our allies as their predecessors had been disposed to do. If what appeared in the message were all that had been done, the speech delivered at the opening of the session would not have been acted up to: but his Majesty's ministers had thought it their duty, immediately on their entrance into office, to make propositions of a far more extensive nature than any thing contained in the message was calculated to suggest.—The address was agreed to.

SATURDAY, AUGUST 1.

The Naval Stores Importation bill, and a bill for making the harbour of Amsterdam, in the island of Curaçoa, a free port, received the royal assent.

SATURDAY, 8.

The Sierra Leone bill received the royal assent.

THURSDAY, 13.

Lord *Stanhope* moved a resolution, importing that "equality and complete reciprocity ought to form the invariable rule of conduct of the government, with regard to states at peace with this country."—His lordship observed, that if any man wished to complete the ruin of our commerce; if he wished to add to the already nearly insupportable weight of taxes; if he wished to increase bloodshed, and to second the views of Buonaparte, he would, as the most likely means of accomplishing his purpose, be eager to involve this country in a war with America. Within the last fifteen years, upwards of 40,000,000l. had gone out of this country for the purchase of corn. Poland had hitherto been our granary; but in the present state of Europe, where, in future, could we look to for a supply, but

America. It was the same with respect to naval stores. He wished their lordships also to be aware, that the man who had offered his secret to government for destroying ships of war, by a speedy and infallible method, was at this moment in America, and employed in extensive preparations for carrying his plan into execution. The American government had rewarded him with a sum of 15,000l. He was assured that a ship of the largest size could be destroyed on the principle of the invention alluded to, at an expence not exceeding 20l.

The *Lord Chancellor* moved the previous question, which was put and carried; consequently Lord Stanhope's motion was lost.

FRIDAY, 14.

The *Lord Chancellor* delivered the following speech, by commission, to both Houses, for proroguing the Parliament:—

"*My Lords and Gentlemen,*

We have it in command from his Majesty to express the satisfaction with which he finds himself enabled to give you that recess which, after the great and diligent exertions you have made in the despatch of public business, must at this advanced season of the year be so peculiarly desirable.

His Majesty has been graciously pleased to direct us to return you his thanks for the steady loyalty and attachment to his person and government, and the zealous devotion to the public service which have characterised all your deliberations, and most especially to thank you for the seasonable exertions which you have enabled him to make for the augmentation of the military force of his kingdom.

"*Gentlemen of the House of Commons,*

His Majesty has commanded us to return you his warmest thanks for the supplies which you have granted, with so much cheerfulness, for the current year; and when he considers the provision which you have made for those contingent and unforeseen services which the events of the war may render necessary, his Majesty has the great satisfaction of recognizing the wisdom wherewith, in a time of extraordinary difficulties, you have anticipated the possible demands which those difficulties may occasion.

"*My Lords and Gentlemen,*

His Majesty commands us to assure you, that he deeply deplores the unfortunate issue of the war on the Continent.

The immense extension of the power and influence of France, and the undisguised determination of the enemy to employ the means and resources of those countries which he possesses or controuls, for the purpose of effecting the ruin of this kingdom, undoubtedly present a formidable view of the dangers and difficulties which the country has to encounter.

But his Majesty trusts, that the loyal and brave people over whom he reigns are not to be daunted or disheartened.

From the recollection of those difficulties under which his people have successfully struggled, and of those dangers which they have happily surmounted, his Majesty derives the consolation of believing, that the same spirit and perseverance which have hitherto remained unbroken will continue to be exerted with unabated vigour and success.

And while his Majesty commands us to repeat the assurances of his constant readiness to entertain any proposals that may lead to a secure and honourable peace, he commands us at the same time to express his confidence that his parliament and his people will feel with him the necessity of persevering in those vigorous efforts which alone can give the character of honour to any negotiation, or the prospect of security or permanency to any

peace: his Majesty, therefore, trusts that his people will always be ready to support him in every measure which may be necessary to defeat the design of his enemies against the independence of his Majesty's dominions, and to maintain against any undue pretensions, and against any hostile confederacy, those just rights which his Majesty is always desirous to exercise with temper and moderation, but which, as essential to the honour of his crown, and true interests of his people, he is determined never to surrender."

The royal commission for proroguing the parliament being then read, the Lord Chancellor spoke as follows:—

"*My Lords and Gentlemen,*

"By virtue of his Majesty's commission under the great seal, to us and other lords directed, and now read, we do in his Majesty's name, and in obedience to his commands, prorogue this parliament to Thursday, the 24th day of September next, to be then here holden, and this parliament is accordingly prorogued to Thursday, the 24th day of September next."

HOUSE OF COMMONS, SATURDAY, JULY 25.

A bill, for the improvement of Folkstone harbour, received the royal assent.

MONDAY, 27.

The Dover Harbour bill, and the London Dock Company bill were read a third time and passed.

TUESDAY, 28.

The *Chancellor of the Exchequer*, and Mr. *Canning*, brought down three Messages from his Majesty. (*vide* LORDS.)

WEDNESDAY, 29.

The Sierra Leone bill was read a third time and passed.

On the motion for granting a further remuneration of 10,000l. to Dr. Jenner, for his discovery of the vaccine inoculation, Admiral Sir C. M. Pole stated, that he had been thirty years at sea, in the course of which time he had seen many melancholy proofs of the mortality occasioned in the navy by the inoculation for the small pox; but he is happy to be able to say that the vaccine inoculation had been attended with the utmost possible success. Thousands used to perish formerly on board his Majesty's fleet of the small pox, but since the introduction of the vaccine inoculation, our brave tars were saved, not only from an ignoble death, but preserved to live with glory, or die with honour and substantial advantage to the country.

The motion of the *Chancellor of the Exchequer* had been, for a further remuneration of 10,000l.; but Mr. Morris moved an amendment, which was carried by a majority of 60 against 47, that the additional sum be 20,000l.

THURSDAY, 30.

An account from the commissioners of the Royal Naval Asylum was presented, stating the receipts and expenditures of the several sums already voted in support of that establishment; also estimates of the expenditure for the ensuing year.

MONDAY, AUGUST 3.

The Dover Pilot bill was read a third time and passed.

MONDAY, 10.

A resolution was agreed to, "that this house will, early in the next session of Parliament, take into consideration the report of the committee appointed to inquire into the commercial state of the West India colonies."

LAW INTELLIGENCE.

COURT OF ADMIRALTY, August 18.

BONAPARTE'S BLOCKADING DECREE.

AN interesting question was decided by Sir William Scott, which arose out of the decree of Bonaparte, for placing this country in a state of blockade, and thus aiming an ineffectual blow at the commerce of neutral nations with this country. Under the decree of blockade issued by Bonaparte, an American ship, the Sanson, had been captured by a French cruiser, and was afterwards recaptured by a British ship of war. In consequence of the recapture, a demand of salvage was made, which was resisted by the American, on the ground that the decree of blockade was not to be carried into effect against Americans, and that the vessel would have been restored to the owners by the French Tribunal.

On this question Sir William Scott was clearly of opinion, that the owners having received real benefit by the recapture, were clearly bound to pay salvage. The decree of France was declared to form a solemn and fundamental law of the empire, till such time as England chose to relax her claims, and recognize certain terms more compatible with the rights of other nations. The meaning of the word blockade in this decree must necessarily be the same as when applied to the blocking up of a single port or harbour, and therefore the decree must be clearly understood as extending to prevent all intercourse of the subjects of neutral states with this country. Such being the state of things, it was impossible not to say, that, *prima facie*, great service had been done to the American owners by the recapture. There was nothing in the decree to distinguish the Americans from other nations, or to exempt them from its effects.

Sir William Scott therefore pronounced a decree granting salvage to the re-captors.

THE BRIG FRIENDSHIP.

August 19th.

THE owners of the vessel in question were subjects of the United States of America, and the ship sailed from Baltimore for Bourdeaux, laden with staves, empty barrels, &c. and having on board the master (a native of France), five French merchants, seven French marine officers, and eleven French mariners, with a number of boys and other persons. She was captured on her voyage to Bourdeaux by his Majesty's ship Emerald, and carried into Plymouth.

The learned advocates, Drs. Arnold and Robinson, on the part of the captors, contended that this was an illegal hiring of a neutral vessel for the purpose of carrying persons of a naval and military character, subjects of a country with whom we were at war, contrary to the law of nations, and by which the ship and cargo became confiscated to the captors. The captain of the ship had been by birth a Frenchman, although now a naturalized subject of the United States; the officers were all Frenchmen, belonging to French ships of war, in the service (as appeared from the documents before the Court), of "his royal and imperial Majesty;" the eleven mariners were also French subjects, serving a-board ships of war, in the service of France; all of whom were shipped on board by an officer in the French service (a consul), resident at Baltimore, and authorised to provide a passage home for all subjects of France; and all of whom were victualled and provided

for at the expence of the French Government, while on board; they were all under the command of one particular officer, and returning to their own country, probably for the purpose of being employed against this. From the nature and amount of the cargo, it was further argued, that this vessel was purposely fitted out as a transport, to carry enemy's troops. Under all these circumstances, both ship and cargo were liable to confiscation.

Doctors Lawrence and Swabey, on behalf of the claimants, contended, on the other side, that this ship was fitted out, chartered, freighted, &c. for the sole purposes of mercantile transactions, and none other. The persons found on board were neither in a military nor naval character at the time, but merely passengers returning from a distant place to their own port. They were shipped by a person authorised to provide for and protect the subjects of his own country, but who was not armed with any military or naval authority, and acted merely in his character of a commercial agent. These passengers were provided for by the master of the vessel in the usual way of all passengers in merchant ships; besides, they had no arms on board, nor any thing which could be construed into an intention of hostility against this or any other nation. With respect to the cargo, they contended, it was exactly the cargo fitting for such a voyage; it was the usual cargo from that part of the United States to Bourdeaux, and in return for which the ship was to have carried home wines and other commodities, chiefly dealt in at that place.—Judgment deferred.

Naval Courts Martial.

TRIAL OF CAPTAIN LAROCHE, FOR COWARDICE.

Portsmouth, July 23.

ON Monday, and the three following days, a court martial was held on board the Gladiator, to try Captain Laroche, late commanding his Majesty's ship Uranie, for not doing his utmost to bring the enemy to action on the 15th of May and the 22d of June last. The members composing the court were—

Captain Bradley (commanding the Plantagenet), President.

Captain Irwin,	Captain Hoste,
——— Boyle,	——— Vashon,
——— Scott,	——— Woolcombe.

Lieutenant Morrison, first lieutenant of the Uranie, was the prosecutor.

The Admiralty order for the trial was read, and then a letter from Lieutenant Morrison, and other officers of the Uranie, and also a letter from part of the petty officers and ship's crew of the Uranie, to the Lords of the Admiralty, stating the conduct (as they alleged) of Captain Laroche, and the reports which prevailed to the disadvantage of the character of the Uranie, imputing cowardice to her on the above days, and demanding a court martial on Captain Laroche, to clear their fame, were severally read.

The court being then sworn, they proceeded to the examination of witnesses.

The witnesses in behalf of the prosecution were, the second lieutenant, master, master's mate, carpenter, pilot, surgeon, lieutenant of marines, and a seaman of the Uranie, who deposed, that four of the main-deck guns were in the hold when the enemy was first seen (on the 5th of May, when a corvette came out of Cherbourgh, and having looked at the Uranie, ran in

again); that they were not mounted till the next day after the enemy was seen a second time (on the 15th of May when a corvette and a frigate came out, and, after a few movements, returned to port); that on the 22d of June, the frigate and corvette came out, and stood towards the Uranie; and that the Uranie wore from the enemy for some time, and was an hour before she was ready for action; that there was great confusion on board the Uranie during that time; that Captain Laroche betrayed symptoms of agitation, fear, and (one witness swore to a question put by the prosecutor) of cowardice; that he frequently changed colour, and was agitated in a manner that he never betrayed before or since; that the Uranie did not carry all the sail she could have done; that if she had, and Captain Laroche had done his utmost to bring the enemy to action, he must have cut off the corvette, and must have brought the frigate to action, if she did not abandon the corvette, and that he passed the enemy's frigate within gun-shot (giving a broadside), and wore, and must have been in close action within a few minutes, if he had chased the frigate, and carried all sail.

The surgeon (on cross-examination) said, that Captain Laroche had been ill three or four days of a bilious fever, and had taken medicine that morning—calomel and salts; and others admitted that he had not dined with his officers, through indisposition, for three or four days. All the witnesses for the prosecution said, that Captain Laroche had lain at anchor close in shore several times, and for a long time together, and had on one occasion, when the enemy's frigate was saluting the governor of Paris, stood close into the works, hove to, hoisted his colours, and fired at the frigate, by way of defiance.—The witnesses admitted that Captain Laroche and his officers were on ill terms: one witness said that Captain Laroche was on ill terms with all at times, and with some at all times.

The case for the prosecution closed at ten o'clock on Tuesday, when Captain Laroche requested a short time to prepare his defence. In about two hours, the court again opened, and Captain Laroche's friend read a very able defence, which insisted that his prosecutors were in a combination against him, from personal prejudice; that he had watched the enemy at anchor (except when the weather would not permit) incessantly; had frequently defied him, and that when the enemy came out, he had endeavoured to decoy him further from under the batteries, and that the enemy's object was to decoy the Uranie under the batteries; that the enemy's frigate carried fifty 18-pounders, the Uranie only thirty-six 12-pounders; that the Uranie was foul in her bottom, and that the enemy's frigate was a faster sailer, and could bring him to action whenever she pleased, and avoid an action at her pleasure; that he carried all the sail he could with safety to his Majesty's ship, then on a lee-shore, and close in with it; that caution the more behoved him, as, during this war, the Minerva frigate had been captured by running on shore at this very place.

The defence paid a most elegant compliment to the bravery of his Majesty's navy at this day—expressed a confidence they would not lightly believe evidence to prove cowardice against an officer who had the honour to command one of his Majesty's ships—it concluded by saying, Captain Laroche would call witnesses that could have no bias, to prove that he had done his utmost to bring the enemy to action, and had in no degree tarnished his Majesty's flag, or dishonoured the corps he was proud to belong to.

The witnesses for Captain Laroche were, the lieutenant commanding the gun-brig Defender, in company with the Uranie on this occasion, and the other officers of that brig, and several of the Uranie's seamen, among which last were the captains of the tops, and forecastle: they all deposed, that Captain Laroche did his utmost to bring the enemy to action; that had the

Uranie carried all the sail she could, and done every thing that could be suggested, it was impossible for her to bring the enemy to action while he avoided it, which he did—that the enemy could bring Captain Laroche to action when he pleased, and avoid it in like manner; that both forces were close in shore, and had Captain Laroche continued the pursuit, when he fired and tacked, he might have fallen under the batteries, and greatly endangered the safety of the Uranie.

Two military officers, who had been on a cruise with Captain Laroche, as visitors, deposed, that he had always displayed the most undaunted courage, and tried every means to provoke the enemy to try his strength. Admiral Sir Isaac Coffin deposed, that Captain Laroche had, verbally and by letter, reported to him officially, that the Uranie's bottom was foul and that she wanted to be docked; Mr. Diddams (builder in the dock-yard) deposed, that the Uranie stood in need of several repairs, and that her bottom was very foul. The defence closed at ten o'clock on Thursday morning, and the court were in deliberation till half past one o'clock.

The court being again opened, the Judge Advocate read the sentence, which was, that "the charge being in part proved, Captain Laroche is sentenced to be dismissed from the command of his Majesty's ship Uranie."

Minutes taken at a Court Martial assembled on board his Majesty's Ship Gladiator, in Portsmouth Harbour, on Thursday and Friday the 16th and 17th of April, 1807.

(Now first published.)

[Concluded from page 82.]

JOHN WHITE, a branch pilot of New York, and belonging to the pilot boat Thorn, when called in and sworn, deposed as follows:—

On the 25th of April last I observed three ships reaching in from the eastward, in the afternoon: the Cambrian first, the Leander next, and Driver to the southward of them. We observed the Cambrian to bring to two or three vessels, which afterwards went to New York; the Cambrian then reached in shore, and the Leander followed her to the southernmost end or tail of the outer middle, the Cambrian hove about, then fired to bring to some vessels coming from the southward, and lay with her main-top-sail a-back: a sloop and a brig were within shore very near one another: the Leander came along after the Cambrian hove about, and as she put her helm down, she fired a gun from her starboard bow as her head came to the southward and westward, which shot struck a-head of the sloop, and the sloop rounded to with her head in shore, and then tacked and stood towards the ship. The Leander then fired again, how many times I can't exactly say; I saw one strike close to her. The Driver then came along shore, stretched in, and bore away to the northward and westward, driving the vessels down before her to the other two ships, within a quarter of a mile of the beach; she fired some shot, which I saw, one in particular, strike within twenty or thirty yards of the surf.

President.—Q. At what distance was the Leander from the shore when she tacked?—A. About a mile and a half or two miles, not more than two.

Q. Are you a pilot?—A. Yes.

Q. What distance is the shoal of the middle from the shore?—A. The extremity of the northward, which is the furthest part of it, is about two miles to the southward, one mile and a half at furthest.

Q. What time of the tide was it when the Leander tacked?—A. It appears to me it was about first quarter or half flood.

Q. Could the Leander have crossed that part of the shoal without striking?—A. No, not between her and the sloop.

Q. Supposing her to draw from 21 to 22 feet water, and you had charge of her, into what depth of water there should you have felt yourself justified in carrying a ship of that description?—A. To a half four; the ship was in as near or rather nearer than I would have taken her.

Q. How long have you been a pilot?—A. Six years.

Q. During the time you have followed the occupation of a pilot, off New York bar, have you ever known it customary for British cruizers to fire at and bring-to the American merchantmen in the way which was practised that day?—A. Yes, as far as I recollect, it was while the Cambrian and Leander were blockading the two French frigates Didon and Sybelle in New York, the Leander commenced firing upon the ship John, that I had charge of, chased her in shore, and fired 106 guns, according to the best of my recollection. I have seen them bring-to vessels frequently, but not to fire with so much violence: they ran nearer in shore when they chased the John, than in the present instance.

Cross-examined by Captain WHITBY.

Q. Do you know Captain Whitby?—A. No.

Q. Who commanded the Leander on the 25th of April last?—A. I don't know.

Q. Did any shot strike the sloop?—A. I did not see any; I did not know the man was killed until I got to New York the following day.

Q. How do you know the Leander's fire was directed at that sloop or brig?—A. From the direction the shot fell in.

Q. Were there any vessels lying-to between the Leander and sloop?—A. No, none that I recollect.

Q. Could they have been there without your seeing them?—A. There might have been: there were several vessels coming down in that direction, but not lying-to.

Q. Might not the shot have been directed at those vessels, and not at the sloop.—A. No, the ship must have had her head off S. E. before her guns could bear.

Q. How was the wind?—A. From S. S. E. to S. S. W.

Q. Did any vessels bring-to on the first shot being fired?—A. I can't say, as to the vessels that were first boarded; the sloop Richard was the only vessel I saw come-to at the first fire.

Q. At what time did this take place?—A. About three, four, or five o'clock in the afternoon.

Q. At the time the firing first commenced, how far was the Leander from the light-house?—A. I suppose about three miles, or three and a half.

Q. Were any of the vessels that were fired at within the Hook?—A. No.

Q. At what distance from the shore do pilots generally board for the purpose of taking merchant vessels in?—A. I have boarded vessels from 40 miles to inside the Hook.

Q. After being on board them have you ever been fired at, at the distance of 10 or 12 miles from the shore, and obstinately persisted in not bringing-to: might it not have been the case that afternoon?—A. There were none 10 miles off; the ship John was, when first fired at, 16 miles off; they chased within half a mile.

Q. Could the vessel you was on board of have been in that situation as to have seen the sloop Richard, and the Leander not to have seen her at the same time?—A. The Leander must have seen her when I saw her.

Q. At the time the Leander tacked, how did the light-house bear, and at what distance?—A. About the distance of three or three and a half miles N. W.

Q. How do you know it was the Leander?—A. I know the ship well, I have put pilots on board her.

Q. You swear it was his Majesty's ship Leander that fired that day.—A. Yes, I know the ship as well as I know my own.

Here the evidence for the prosecution closed, and Captain Whitby asked the indulgence of a few minutes to prepare his defence, which was granted. At three o'clock he returned, the court was opened: when his defence was read.—

DEFENCE.

Mr. President and Gentlemen of this honourable Court,

After having endeavoured to serve my king and country with fidelity and zeal from my earliest period, and having been so fortunate as to rise rapidly in my profession, I cannot but deeply lament that I should be brought before this august tribunal, charged with offences of the most serious nature; and if proved, productive of consequences, to me the most fatal. It is my wish to occupy no more of your time and attention than the importance of my case requires; but should I trespass longer than may appear necessary, consider it not, gentlemen, as proceeding from even the smallest desire to create delay; but from a feeling of justice to my reputation, from the most anxious solicitude to exculpate myself in the fullest and strongest manner from the violent attempts of the American government to overwhelm me with crimes, which, as a christian and a man, I shudder at, and must every hold in the greatest abhorrence.

The charges, if I understand them rightly, accuse me of having, in the first instance, violated the neutrality of a state in amity with his Majesty, by having, on the 25th of April last past, within the waters and jurisdictions of the United States of America, unlawfully, wilfully, and of malice afore-thought, caused a shot to be fired from his Majesty's ship Leander into a ship or vessel (a coaster) then within the waters of the said United States; whereby, in the second instance, John Pierce, a citizen of the United States, then being on board the last mentioned vessel, was then and there feloniously killed and murdered.

These, gentlemen, especially the latter, are crimes of the greatest atrocity, but on such slight grounds, as I trust it will appear to this court, have they been preferred, that I feel almost at a loss how and where to commence my refutation of them. Has it been proved by any one witness that I unlawfully, wilfully, and of malice afore-thought, caused a shot to be fired by the Leander into any ship or vessel when within the waters and jurisdictions of the United States? Has any one asserted that any coasting vessel was fired into by my orders? The charge is, to a certain degree, specific; whereas, it states a particular vessel to have been fired into: Though it describes it no otherwise than as one on board of which was a man, by name John Pierce, who was feloniously killed by a shot from the Leander. I am prepared, however, to establish most indisputably, that this vessel (as far as it can be recognised by this description) was not fired into by any one of his Majesty's squadron at that time under my command; nor was, I believe, even seen by any one whilst the firing continued: hence naturally arises the inquiry, how came a shot to be fired at all, and against what was it directed? Though, gentlemen, it might be sufficient, in a legal point of view, to prove myself innocent of the express charges now before the court, yet I should not consider my justification by any means complete, except the circumstances which led to my accusation were most satisfactorily explained.

On the 25th of April last, about half past two o'clock in the afternoon, there being no vessel then in sight of his Majesty's squadron, I went to dine on board the Cambrian; during my stay in that ship, a firing at several vessels making for the Port of New York commenced, in order to bring them to. With regard to these vessels, I hope to ascertain (if the court shall deem such explanation to be relevant to my defence) that they, when first fired at, were not within the protection of the American coast; that his Majesty's squadron were not nearer the shore than seven miles, nor the vessels fired at nearer than six. Some of them thought proper to bring-to, with their heads in shore and their foresails set, so as to draw fast from us; they were, however, boarded and searched before they reached within the buoys, which have always, I conceive, been considered as the limits of the American waters. Did I not feel it material in this part of my defence, I should deem it presumptuous in me to state to this honourable court the generally received opinion, as to the limits which the aforementioned buoys appear to represent: They are the first visible signs from the sea of an established government on that part of the American coast; and have always been held, by the officers commanding on that station, to be the marks of a jurisdictional right; there is no flag, no battery within 20 miles of these buoys. Is it possible, then, that the neutrality of a state can be violated by the searching of vessels beyond them. The commander in chief upon that station had never received information that the jurisdictional rights of the Americans extended into open seas where no marks of such rights had been fixed—into seas which were out of reach of all batteries from the shore. When, in compliance with my orders from Captain Beresford, I went off New York, no particular instructions respecting these limits being given, I naturally felt myself justified in following the example of superior officers who had previously commanded on that station. The measures adopted against Admiral Cochrane, to whom an accident nearly similar had happened, did not charge him with a breach of neutrality, but a proclamation, precisely the same as that which was directed at me, was issued against him, and his ship was prohibited the use of their ports and harbours; the admiral's remonstrance, however, against the hostility of such proceedings, accompanied with threats to attack two French frigates, then lying near him in Hampton roads, occasioned it to be immediately repealed. Two years since, the Leander, then commanded by Captain Skene, chased an American ship into four fathoms water, fired into her, cut away part of her rigging, but was unable to prevent her escape into port; yet no steps were then taken by the American government to point out or define their limits, although that ship was likely to continue cruizing off the same part of the coast, and might have daily been led to stand equally near the shore, for the purpose of examining all vessels passing to and fro. It therefore appeared to me that the jurisdictions of the Americans did not extend beyond their buoys; nor do I comprehend why they should be entitled to greater indulgence than any other power in amity with us; particularly, when so far from maintaining the neutrality of their own country, they actually allow vessels belonging to subjects of Great Britain to be captured off their very harbours' mouths by the enemy's privateers; and constantly afford concealment, by their flag, to the ships and property of hostile nations, to the very material injury of this kingdom. When I assert these facts, do not let me be thought to speak at random: I have now in my possession the original papers, wherein application is made by respectable merchants in London, to the lords commissioners of the Admiralty, during the command of the late Sir Andrew Mitchell, at Halifax, for ships of war to protect their trade from the numerous French and Spanish privateers that infest the American ports. Moreover, when

the Cambrian parted company with the Leander, after the occurrences which have occasioned this inquiry, Captain Nairne found it his duty to leave his cruizing ground, in order to open to the English merchants the port of Charlestown, which was then blockaded by three French privateers; some, also, of the vessels which we boarded and searched were found to contain contraband goods, and not unfrequently, were actually the enemy's ships with cargoes from the enemy's colonies, covered by American flags. Under a knowledge of such circumstances, I felt it incumbent on me to be more particular and vigilant in my search; but trust it will be made most manifest to the court that I have not exceeded the bounds prescribed by my duty. Upon sending a flag of truce up to New York for the recovery of some of my officers, who were unjustifiably detained, I thought it necessary, for ensuring communication, to anchor off their buoys, and then considering myself within their waters, took especial care that no molestation whatever should be offered to any ships, either inward or outward bound. With respect to the second charge, which accuses me of the felonious and wilful murder of John Pierce, a citizen of the United States of America, I cannot but remark that the same facts which disprove the first offence must necessarily operate to substantiate my innocence of this. If the vessel, on board of which John Pierce was unfortunately killed, was not fired at, was not even seen, how can his death attach to me? Did I give orders for the Leander to fire at all? Did I order her fire to be directed at any coasting sloop? Much less is it possible, that I, who was on board the Cambrian, could order the guns to be pointed at John Pierce, or at any individual on board of any vessel whatever. But surely, gentlemen, to prove me guilty of so atrocious a crime as this, of which I am now called upon to clear myself, it is necessary to shew that such orders were positively given by me; and that I had malice afore-thought against John Pierce. But could that exist against a man whose very being was unknown to me—against one whom I had never seen or heard of? To attempt reasoning upon any question so absurd as, whether or not I could possibly have a wilful and malicious intent to murder a man under such circumstances, would be to waste your time without advancing my vindication.

Now what was the conduct pursued by the master of the sloop on the unfortunate accident taking place? Did he bring her to, under the idea that she was fired at for that purpose? Did he come down to acquaint me that such an event had happened, that she was a coaster, and not liable to be searched from the situation she was in? No, gentlemen, he proceeded on his voyage as if nothing had occured; as if he was perfectly aware that the firing from his Majesty's squadron was in no wise directed at his sloop. From this circumstance, I am led to doubt the fact of John Pierce having received his death by a shot from any one of the squadron: I am naturally induced to believe that the whole is a fabrication for the purpose of inflaming the populace (then in a state of great commotion on account of an election) against the British nation in general. Who has proved that the said John Pierce was killed by a shot from the Leander? Assertions, the asseverations of faction, are not proof, particularly when made, as it is well known they were, by leaders of different parties who had their own views to serve, and thought of nothing less than the merits of the case, or the dignity of their national character. I am no stranger to the violent unseemly proceedings of the Americans upon this occasion. The publicity of them must necessarily make me more anxious to clear myself from all such aspersions, to have my conduct justified in the eyes of my country. Nor do I wish to rest my defence on the absence of many persons, whose vehemence at the time was notorious; my earnest endeavour is to manifest to my countrymen, whose good opinion must always

afford the most heartfelt satisfaction, that I not only have not merited the obloquy which the American government has so eagerly, so assiduously attempted to cast upon me; but that it has always been the chief aim and delight of my soul to support, as far as opportunity was afforded to my humble abilities, that high character for justice and generosity which has always been attendant on British warfare.

This, gentlemen, is the simple unadorned statement of facts, which I most confidently expect to substantiate by the witnesses whom I intend to call. With regard to the evidence adduced on the part of the prosecution, much, gentlemen, might be said, as to its inconsistency on many material points, but I am so unwilling to take up the time of this honourable court one moment more than is absolutely necessary, and feel so confident that nothing will escape the notice of every honourable member, that I shall wave every further observation upon it. On the papers, however, which have been read, I cannot but observe, that they were written almost entirely from rumour; and I do not, therefore, consider myself pledged as to their correctness in all points. But it is impossible for me to close my defence without entering a little more at large into the malignant effects of the Americans to calumniate my character, both public and private: their object was to make my conduct appear outrageous and illegal; for that purpose they circulated and forwarded to the British government, affidavits, which, though they cannot be admitted in court, may, nevertheless, prejudice numbers against me. Could they have been brought forward, I am prepared with evidence of most undoubted veracity to expose their shameful falsehood, and at the same time proclaim to Great Britain that their rancorous hatred of me has its origin in a most inveterate disposition of enmity towards this country; such must have been the sentiments which occasioned the grossest insult that was ever offered to the British flag: not satisfied with publishing the most libellous and false affirmations against me, as an officer who was in the service of his Britannic Majesty—against me, who, either in a public or private situation, was amenable, upon a fair representation, to the laws of my country for every species of delinquency (to which very laws I now look with confidence for protection against such foul attacks); not satisfied with every threat and action of violence against me which malevolence could inspire, and their power (God be thanked, for its inefficiency!) could execute; not satisfied with illegally, and in defiance of all treaties of amity, detaining my officers, who, at any rate, were innocent of the misconduct imputed to me; not satisfied with seizing the boats laden with provisions, which had been publicly purchased for the use of his Majesty's ships, they dragged, ignominiously dragged through the streets at a cart wheel the British flag, and burnt it with shouts of exultation in front of the British Consul's house. They, moreover, fitted out armed vessels, and sent them in quest of two merchantmen which had been searched by his Majesty's squadron, and ordered to Halifax for adjudication. Such were the insults offered, with every possible aggravation they could devise, by the Americans to the British nation in general, and sanctioned by the chief magistrates of New York. Such are the persons, the authors and abettors of such outrages, who cry out their neutrality is violated by the searching of ships on the open seas, by the maintenance of that right which the British navy, by their superiority, have acquired, and which every Englishman must hope may never be given up. Such are the persons who demand vengeance for the death of a man, whose death (if he received it from a shot at all) is to be attributed to the resistance which was made to that right of search, which has been acknowledged and universally conceded to belligerent powers. But upon what principle did the Americans resist the search? upon what grounds do they now call aloud

for revenge? Consciousness of carrying on an illegal trade occasioned these efforts to escape; shame and rage at their illicit traffic being discovered, and publicly made known, together with the fear of its being by any means put a stop to; prompted their violence against me, and their unparalleled insult of the English flag.

I must now, gentlemen, beg leave to refer to your serious consideration the great length of time which this trial has been hanging over my head: though, on the day of my arrival in England, I declared myself ready and solicitous to meet the investigation; such a delay, by no means necessary, as all witnesses from America might have arrived as soon as myself, has been the source of much inconvenience to me, of much uneasiness and anxiety of mind; to be kept under arrest at Portsmouth nearly six weeks, at a great distance from all my friends, whom I might wish to consult, after an absence of six years from my native land and all a man must hold most dear in this life; in the daily expectations of my trial coming on, and as often disappointed in my wishes upon that head; to be then informed that no witnesses were forth-coming who could allege any thing in proof of the charges exhibited against me; and that America must be searched before the proceedings could advance; to be thus detained, in fact a prisoner, though at large, nearly five months longer in all the torture which the suspense must necessarily create, and unable to enjoy what (God forbid I should ever forfeit!) the estimation and good opinion of my friends and acquaintance; to be held in such a situation, is it not a real, a severe punishment? Nor has it ended here: for on positive assurances from the late lords of the admiralty that no circumstance should prevent this investigation from being brought to a conclusion in the middle of March last, I repaired a second time to Portsmouth, and had collected my evidence together from the different parts of England, in the fullest confidence that such assurances were most implicitly to be relied upon. But again was I cruelly disappointed; after remaining most anxiously, though patiently, for a week, again I was informed that the witnesses from America were not arrived, that my prosecutors were to receive further indulgence, additional delay, and that I was to await the pleasure, and submit to the tardiness of the Americans for two months longer. Upon such facts, I am sure all comments from me must be needless; they require only the bare mention to shew the severity which I have experienced. Severely indeed have I felt such treatment, and the more so because my most ardent wish has always been to adhere most rigidly to the path of duty, and my conscience does not accuse me of having failed in my endeavours.

Should I, gentlemen, in the course of my defence, have unintentionally departed from the prescribed rules of this court, it will, I trust, be imputed to the anxiety which I cannot but entertain to establish my innocence of the crimes now laid to my charge, and to convince this honourable court and my country how glaringly unjust is the attack that has been made on my character.

Mr. President, and gentlemen, I cannot express what I feel for your indulgence during my trial, and am most confident that in your hands my honour and all that is sacred and dear to me in this world, is secure; and whatever may be the result, I shall bow with submission to the justice of your decision.

EVIDENCE ON THE DEFENCE.

Lieutenant John Smith Cowan, of the royal navy, was called in, and sworn.

Examined by Captain WHITBY.

Q. Was you on board his Majesty's ship Leander on the 25th of April last?—A. Yes.

Q. In what situation?—A. First lieutenant.

Q. Was I on board that day?—A. Yes.

Q. Did I leave her in the course of the day?—A. Yes.

Q. At what hour?—A. About two in the afternoon.

Q. What distance was the Leander from the light-house when I left her?—A. As well as I recollect about five or six leagues.

Q. Were any vessels then in sight?—A. None but our squadron.

Q. Were any shots fired from the Leander on that afternoon?—A. Several.

Q. At what time were they fired?—A. Between the hours of four and six.

Q. What was the cause of their firing?—A. To bring down merchant vessels that had hove to in shore.

Q. Previous to the Leander firing, had any other ships fired?—A. Yes, the Cambrian.

Q. When the vessels first brought to, were they sufficiently near the Leander to be boarded by the boats?—A. They were two or three miles from us when they brought to, in consequence of the Cambrian's firing.

Q. Was any shot fired from the Leander on the 25th of April last at any coasting sloop?—A. No.

Q. Could such shot have been fired without your knowing it?—A. I saw no such vessel during the firing.

Q. Could any sloop have been in such a situation as to be concealed from the Leander by merchant vessels when the firing took place?—A. Yes, this sloop was: on the brig's bearing up, in consequence of our fire, we then saw a sloop, which we supposed to be the vessel on board of which the accident happened.

Q. Was it possible for any of the shot fired from the other ships to have hit the sloop in question?—A. Certainly, the Driver and Cambrian were firing at the same time.

Q. Had any vessels acknowledged the right of search by bringing to before the Leander tacked?—A. Yes, several.

Q. In what manner did they bring to?—A. By backing their main-top-sails with their heads in shore, and fore-sails set.

Q. By bringing to in that manner, did they not increase the distance between them and the squadron?—A. Yes.

Q. Is that the customary way for vessels bringing to when fired at by a man of war for that purpose?—A. Not in general, when they wish to be boarded.

Q. Was the Leander, on the 25th of April last, ever between the buoys and the land?—A. No.

Q. If she had been, must you have known it?—A. Yes.

Q. Were any of the merchant vessels within gun-shot of the shore at the time of the firing?—A. I think they were about two miles from the shore.

Q. What do you understand to be the limits of the jurisdiction of the United States of North America?—A. I never have heard.

Q. While the firing continued, was the Leander ever within gun-shot of the shore?—A. The Leander during that day was never within three miles of the shore.

Q. Were any shot fired from the Leander on the 25th of April last, in a wanton, illegal, or improper manner?—A. I hope not.

Q. Among the number of vessels that were boarded by the Leander on that day, were there any that were detained for carrying on an illicit trade, and sent to Halifax?—A. Yes, one from the Havanna.

Q. Do you know of any part of her cargo being condemned?—A. Yes, I have heard so.

Q. After the firing ceased, and the vessels were boarded, was any man reported to you to have been killed?—A. No.

Q. Was any report made to you of their having been illegally fired at or searched by the masters of merchant vessels?—A. None.

Q. Did you receive any order from me to fire at any coasting sloop on the 25th of April last?—A. I was ordered by Captain Nairne to stand on, and endeavour to bring down the vessels that had hove to in shore

Q. Was any coasting sloop among those you saw?—A. I have already said she was not seen until the firing ceased on the part of the Leander.

Cross-examined by the Court.

Q. Was Captain Whitby on board the Cambrian when you received the orders from Captain Nairne to bring down the vessels to windward?—A. Yes.

The president ordered that the court be adjourned until the next morning, nine o'clock, and it was adjourned accordingly.

Friday morning, nine o'clock, the court met as per order, and Lieutenant Cowan's cross-examination was continued.

President.—Q. Was Captain Whitby on board of the Leander at any part of the time you were firing at those vessels to bring them down?—A. No.

Q. Did he from the Cambrian give you any directions to fire at any particular vessels?—A. No.

Q. What water was the ship in when she tacked?—A. Five fathoms.

Q. Who had charge of her as pilot?—A. Mr. Cunningham, the master.

Q. You said that you were never within three miles of the shore on that day; do you think a shot fired from your ship could have reached the shore without a gun being elevated?—A. No.

Q. Were any directions given for the guns being elevated for that purpose?—A. No.

Q. How many guns do you suppose you fired that day for the purpose of bringing them to?—A. From twelve to eighteen.

Q. What orders did you give when the ship was put in stays off the middle ground to the officer who fired those guns, and how many were there fired when the ship was staying?—A. There were none fired in stays; I shortened sail, and hove the ship to, and then ordered the officer to endeavour to bring those vessels down; after the first six or seven guns were fired, and no attention was paid to the firing, I then desired them to fire as close a-head as possible without striking.

Q. When did the officers of the Leander and other ships quit their ships to go to New York for intelligence and refreshments?—A. On the day of our arrival off the Hook.

Q. Were they at New York at the time the firing commenced on those vessels?—A. They were absent from the ship for that purpose.

Q. At the time you gave orders to fire as near as possible to the vessels, was the brig within gun-shot of the shore, or any part of the shore?—A. She was about two miles off.

Q. What distance was you from her?—A. A mile, or a mile and a half.

Q. Had she her colours up?—A. I think one had.

Q. What distance was the Leander from shore when you tacked?—A. Never within three miles.

Q. What was the cause of your tacking?—A. To prevent grounding on the middle ground.

Mr. Cunningham, master, in the royal navy, called in, and sworn.

Examined by Captain WHITBY.

Q. Was you on board his Majesty's ship Leander on the 25th of April last?—A. Yes.

Q. In what situation?—A. Master.

Q. Did I leave her in the course of that day, and at what time?—A. Yes, at half-past two, or thereabouts.

Q. What distance was the Leander from the light-house when I left her?—A. About six leagues E.S.E. from the light-house.

Q. Were any vessels in sight when I left her?—A. I believe there was a coasting sloop or two in shore, but nothing in the offing.

Q. Were any merchant vessels seen in the course of the afternoon?—A. There were several in the offing about three o'clock.

Q. In what direction, and how far from land?—A. About S. W. by S. and about four leagues from the Jersey shore.

Q. Were any shot fired from the Leander on that day?—A. Several.

Q. At what time?—A. Between four and six o'clock in the afternoon.

Q. What was the cause of the firing?—A. To bring vessels to.

Q. Did any bring to on first or second shot being fired from any one of the squadron?—A No, I think not.

Q. When they brought to, were they sufficiently near to the Leander to allow her boats to board?—A. I think not.

Q. In what manner did they bring to?—A. On the larboard tack, with their heads in shore.

Q. In bringing to in that manner did they not increase the distance between us?—A. After we brought to ourselves on the other tack they certainly must.

Q. Is that the usual way of vessels bringing to when fired at by a man of war for that purpose?—A. No.

Q. Describe the particular situation of the two vessels the Leander fired at after she tacked?—A. I think they bore about S. W. by S. about a mile distance.

Q. Had they not acknowledged the right of search by bringing to previous to the Leander's tacking?—A. Yes, they hove to by the shot of the Cambrian.

Q. At what distance were they from the land when they first hove to?—A. I think about two miles and a half.

Q. Was the Leander on the middle ground that day?—A. We were shoaling on that bank when we stood in shore.

Q. Had she been within a mile and a half of the shore in the situation we were then in, would not the middle ground have brought her up?—A. Certainly.

Q. Did you consider her at any time of the day in danger of standing too near in to the middle ground?—A. Not that day.

Q. Did the Leander fire at any coasting sloop that day?—A. No, not intentionally.

Q. Did she knowingly?—A. The sloop was not seen, I believe; I did not see her.

Q. Had she been fired at from the situation you were in, must you not have seen her?—A. If intentionally, undoubtedly.

Q. During the firing did you see any sloop?—A. Yes, three or more coasting vessels.

Q. Where were they?—A. Standing in for the Hook.

Q. Could any of the shot fired from the Leander after she tacked have struck any one of those sloops?—A. I cannot say.

Q. Was any sloop discovered after the two brigs bore up to come down to the Leander?—A. Yes.

Q. Did you see her during the firing?—A. No.

Q. Could that sloop have been in such a situation as to be concealed from the Leander by those two brigs when the firing took place?—A. I think so, when the northernmost brig wore we saw her.

Q. Then there were two vessels between that sloop and the Leander?—A. Yes.

Q. Was any one reported to have been killed by any of the vessels that you boarded?—A. No.

Q. Or any complaint made of their being illegally boarded or searched?—A. None at all.

Q. Was the Leander on the 25th of April last ever between the buoys and the land?—A. No.

Q. While the firing continued was the Leander within gun-shot of any part of the shore?—A. I think it impossible our shot could reach the shore.

Q. How far was she from the shore?—A. Not less than three miles.

Q. What do you understand to be the limits of the United States of America?—A. I never heard.

Q. Were any shot fired from the Leander on the 25th of April last, in a wanton, illegal, or improper manner?—A. I think not.

Q. Were the merchant vessels that occasioned the firing all off trading voyages as far as you know?—A. Yes.

Q. Among the number of vessels that were boarded on that day by the boats of the Leander; was any detained for carrying on an illicit trade?—A. Yes, one, the Aurora.

Q. Did I give any order for the Leander to fire at any particular coasting sloop on that day?—A. There were no such orders given.

Q. What number of guns were fired from the Leander after passing the Cambrian previous to her tacking?—A. Two.

Q. Had the vessels brought to in a proper manner in that instance, would the firing have been continued?—A. I think not, if they had hove to on the starboard tack.

Q. Do you believe that the fire of the Leander was directed or intended for any coasting sloop on that day?—A. No.

Cross-examined by the Court.

Q. You had a man at the lead I suppose standing in at the back of the shoal?—A. Yes.

Q. What water had you when you tacked?—A. Five fathoms.

Q. With respect to the manner those vessels brought to, did they not bring to on the same tack with you before you tacked?—A. Yes, the Cambrian brought them to, and she was on the starboard tack.

Q. I ask whether those vessels that were fired at did not bring to on the same tack with the Leander?—A. The Leander was on the starboard tack; when we fired at them, they were on the other tack.

Q. Were the Cambrian or Driver at any time during the day within gun-shot of the shore?—A. I think it impossible they were.

Q. Was Captain Whitby on board the Cambrian at the time any shot were fired from her at those vessels?—A. Yes, during the whole firing.

Q. How long prior to this had your officers left the ship to go to New York for intelligence and refreshments?—A. Two days before.

Q. How near were you to the buoys at any time of the firing?—A. We were standing in when we were firing; we were about two miles and a half S. E. by S. from the white buoy when the firing ceased.

Q. Did the Leander fire at the two brigs that were between her and the coasting sloop?—A. Yes.

Q. Is it possible any shot fired at those brigs might have struck the sloop?—A. I don't know.

Q. Did the Leander fire any shot whilst in stays?—A. No.

Q. Was the gunner of the Leander directed to fire a-head of those brigs or into them?—A. I don't know what orders were given.

Captain Nairne, of the royal navy, called in, and sworn.

Examined by Captain WHITBY.

Q. What ship did you command on the 25th of April last?—A. The Cambrian.

Q. Was you in company with the Leander on that day?—A. Yes.

Q. Did you see me on board the Cambrian on that day, and at what time?—A. Yes, you were there at half-past two o'clock.

Q. How far was the squadron then from the light-house?—A. The Cambrian was about five leagues.

Q. Where was the Leander?—A. Within hail, nearer the shore.

Q. Were any vessels in sight when I came on board the Cambrian?—A. No, none but the squadron, perhaps a pilot-boat or two in shore.

Q. Was any shot fired from the Leander on that day, and at what time?—A. Yes, there was, between half-past four and half-past five o'clock.

Q. What was the cause of her firing?—A. To endeavour to bring to several merchant vessels that were running from the squadron with neutral flags up, while we had English colours and pendants.

Q. Were the vessels coming off a trading voyage, and what distance from the land when first fired at?—A. They all appeared so; they were all coming in from sea: those that were boarded were from the West Indies; about six or eight miles from the land.

Q. Did they bring to with the first or second shot?—A. No.

Q. If they had come down to the squadron would the firing have been continued?—A. No, I suppose not.

Q. Did you see the Leander fire at any coasting sloop?—A. No, I did not, I never saw a sloop.

Q. When the Leander passed the Cambrian, what were the orders you gave Lieutenant Cowan?—A. To stand on, and endeavour to bring those vessels down; I repeated it, by saying, "Stand on, and bring those vessels down if you can."

Q. What vessels were they?—A. Several brigs, one or two schooners, and a ship, which we detained afterwards.

Q. Were there two brigs lying to close together, at which the Leander directed her fire?—A. Yes, there were, with a fresh breeze lying to, their main-top-sail only aback at dead low water.

Q. Is that the usual way for vessels to bring to when fired at by a man of war?—A. No, when they bring to they generally do it with their heads towards a man of war.

Q. Was the Leander within gun-shot of the shore on that afternoon?—A. No, I don't think she was.

Q. Did you think the order given to Lieutenant Cowan was illegal, from the situation the ships were then in?—A. No.

Q. Among the number of vessels that were boarded on that afternoon, were any detained for carrying on an illegal trade?—A. Yes, one was, and part of her cargo afterwards condemned at Halifax.

Q. Amongst the number of vessels that was boarded by the boats of the Cambrian, was there any report made to you of a man having been killed?—A. No, not until the 29th of April.

Q. Was any complaint made that the vessels were improperly fired at, or illegally searched on that afternoon?—A. No, not until the 29th, when the Americans said they thought their vessels were examined within their waters.

Q. Do you consider that was the case?—A. No.

Q. Did you receive any instructions from either the late Sir Andrew Mitchell, commander in chief on the Halifax station, or Captain Beresford, who succeeded him in the command, with respect to the limits of the American waters?—A. No.

Q. Do you know if Captain Talbot or Captain Skene, who commanded

the Leander, had received any instructions on that head during the time you was first Lieutenant of the Leander.—A. No.

Q. When the ships anchored at the buoys for the purpose of procuring the information from New York, was any molestation offered to vessels inward or outward bound?—A. No, there were no vessels even hailed, I believe, you never lowered a boat down.

Q. Did you consider any of the shots fired from the Leander as done in a wanton, illegal, or improper manner?—A. No.

Q. Do you to your knowledge believe that any shot was fired from any one of the squadron on that afternoon at any coasting sloop?—A. I never saw a sloop.

Q. Had the Leander been within a mile and half of the beach, from the situation she was in, must not the ground have brought her up?—A. Yes, I think it must; I tacked in the Cambrian in seven and half fathoms water, and I think three and half miles from the shore; and think the Leander stood about half a mile within me.

Q. What do you consider to be the limits of the United States of America?—A. I have always thought a gun-shot on any coast, but at New York I would not have examined a vessel that had passed the buoys, although I think them a little out of gun-shot.

Q. During the time the Leander and Cambrian were in company were any vessels ever boarded or fired at inside the buoys?—A. No, none: the vessels were nearer the shore when fired at, but not nearer the buoys.

Cross-examined by the Court.

Q. What distance were the two brigs from the shore when the Leander fired at them?—A. I think about two miles: I do not think they were nearer.

Q. When the Leander passed you, and you gave directions to Lieutenant Cowan to go in shore, by whose orders did you proceed on that occasion?—A. By Captain Whitby's.

Q. Did you send any officer up to New York for refreshment, and at what time?—A. Yes, I did: I sent the purser on the 24th.

Q. Were the Cambrian or Driver at any time on the 25th within gun-shot of the shore?—A. The Cambrian never was within gun-shot of the shore: the Driver stood considerably inside of me: I can hardly judge the distance. I think my shot could have reached the shore if I had been there, but I do not think her short guns could.

Captain Whitby informed the court he did not intend calling any more evidence. The court was ordered to be cleared, and after deliberating some time, the following sentence was read:—

(COPY.)

At a Court Martial assembled on board his Majesty's ship Gladiator, in Portsmouth harbour, on the 16th day of April, 1807, and continued by adjournment on the following day.

PRESENT,

George Montague, Esq. Admiral of the White, and Commander in Chief of his Majesty's ships and vessels at Portsmouth and Spithead, President.

Rear-Admiral Sir Isaac Coffin, Bart.	Captain John Lawford
Captain Samuel Hood Linzee	Thomas Graves
John Irwin	The Hon. Courtenay Boyle
James Brisbane	Henry Edw. Reginald Baker
Philip Sommerville	Christ. J. Williams Nesham
Geo. E. Byron Bettesworth	Daniel M'Leod.

Pursuant to an order from the Right Honourable Lords Commissioners of the Admiralty, dated the 18th day of April instant, and directed to the President, setting forth, that John Poo Beresford, Esq. captain of his

Majesty's ship Cambrian, and commanding officer of his Majesty's ships and vessels at Halifax, in Nova Scotia, had transmitted to their lordships a letter, dated the 6th of May last, which he had received from Captain Henry Whitby, commander of his Majesty's ship Leander (which ship had been sent by Captain Beresford off New York, for the purpose of obtaining information), representing, that on the 25th of the month preceding, several vessels were coming down for the light-house near New York; and as they obstinately persisted in not attending to the first shot fired from the said ship Leander, and endeavoured to haul from her when closely pursued, several of the said vessels were boarded, and among the number that did not bring to, or was not examined, was a coasting sloop, on board which it appears, by various letters and papers transmitted to us by the said Captain Beresford, an American seaman was unfortunately killed by a shot fired from his Majesty's ship Leander, or from some other of his Majesty's ships, whose commanders were at that time acting under the orders of Captain Whitby; the court proceeded to inquire into the conduct of the said Captain Henry Whitby, in having violated the neutrality of a state in amity with his Majesty, by having, on the 25th day of April last past, within the waters and jurisdiction of the United States of America (the said states being then in amity with his Majesty), unlawfully, wilfully, and of his malice aforethought, caused a shot to be fired from his Majesty's ship Leander, into a ship or vessel then being and sailing within the waters and jurisdiction of the said United States, whereby one John Pierce, a citizen of the said United States, then being in and on board the said last-mentioned ship or vessel, was then and there feloniously killed and murdered, and to try him the said Captain Henry Whitby for such violation of the neutrality of the said United States, and for the wilful murder of the said John Pierce. And having heard the evidence produced in support of the charges, and by the said Captain Henry Whitby in his defence, and what he had to allege in support thereof; and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that the charge has not been proved against the said Captain Henry Whitby, and doth adjudge him to be acquitted, and the said Captain Henry Whitby is hereby acquitted accordingly.

Geo. Montague	James Brisbane
Isaac Coffin	Henry E. Reginald Baker
John Lawford	P. Sommerville
S. Hood Linzee	C. J. W. Nesham
Tho. Graves	G. E. B. Betteswood
John Irwin	Daniel M'Leod.
Courtenay Boyle	

M. Greetham, jun. Deputy Judge Advocate of the Fleet.

Promotions and Appointments.

WHITEHALL, AUGUST 25, 1807.

The King has been graciously pleased, by warrant under his royal signet and sign manual, to give and grant unto Sir William Sidney Smith, Knight, Commander and Grand Cross of the royal Swedish military order of the Sword, and Rear-Admiral of the Blue Squadron of his Majesty's fleet, his royal license and permission that he may, in compliance with the desire of his Majesty Ferdinand IV. King of the Two Sicilies, accept and wear the Grand Cross of the order of St. Ferdinand and of Merit, conferred upon him by that sovereign.

And also to order, that this his Majesty's concession and declaration, together with the relative documents, be registered in his College of Arms.

Captain Mauby is appointed to command the Uranie, at Portsmouth, *vice* Laroche.

Captain Bromley, is appointed to the Statira, a new frigate, at Portsmouth; Captain Sprowle, to the Solebay; Captain Graham Moore, to the Marlborough; Captain Parkinson, to the Favourite (lately his Majesty's ship, recaptured on the Barbadoes station).

Captain Barton is appointed to the York; Captain P. Hornby, to the Minorca; Captain T. Young, to the Snake; Captain Cochrane, to the Prince George; Captain Losack, to the Northumberland; Captain Morris, to the Reynard; Captain Coghlan, to the Elk; Captain Chamberlayne, to the Ardent; Captain Hepenstall to the King's-Fisher.

Sir Thomas Williams, to the Neptune of 98 guns.

BIRTHS.

On the 25th August, the lady of Captain O'Connor, R. N. of a daughter, at Innor Hill, near Frome.

The wife of R. Seppings, Esq. master shipwright, of Chatham dock-yard, of a son and daughter.

MARRIAGES.

Lately, at St. John's, Newfoundland, Lieutenant Bishop, of the Mackarel schooner, to Miss Duggin, daughter of Mr. David Duggin, surgeon, of St. John's.

Lieutenant Sprott, of his Majesty's schooner Herring, to Miss Kearney, daughter of M. Kearney, Esq. merchant, with a very handsome patrimony.

In July, C. Hazwell Townly, Esq. of the royal navy, to Miss Glegram, of Plymouth dock.

T. Mac Arthur, Esq. purser in the royal navy, to Miss Reid, only daughter of John Reid, Esq. of his Majesty's ship Queen.

In August, Edward Lawson Long, Esq. of the royal navy, to Miss Anna Georgiana Bodens, daughter of the late Captain Bodens.

On the 18th of August, at Mary-le-bone church, J. Maughan, Esq. of the Hon. East India Company's Marine, to Miss Hoy, of Portland-place.

OBITUARY.

25th July, at Portsmouth, Lieutenant Wallis, commander of the Britannia cutter.

Lately, at Andover, Captain H. Festing, commander in the royal navy.

Lately, at Cheltenham, where he went for the benefit of his health, Captain Thomas Holmes Tidy, of the royal navy, son of the late Reverend Thomas Holmes Tidy, rector of Redmarshall, in the county of Durham.

On the 12th of November last, at Prince of Wales's island, after an illness of three months, Mr. T. Quin, surgeon, of his Majesty's ship Blenheim, formerly of Hambledon.

At Barbadoes, on the 5th of May, Mr. Beswick, midshipman of his Majesty's ship Arab, son of Mr. Beswick, of the Parade Coffee House, in Portsmouth.

In July, Edmond James Moody, Esq. of the navy office.

At Hackwood Park, the Right Honourable Thomas Lord Bolton, Vice Admiral and Governor of the Isle of Wight.

At Hoddesdon, Herts, Iver M'Millan, late commander of the Valentine East Indiaman.

On the 14th of May, Lieutenant Woodford Williams, late of the Sparton frigate.

At Roddam, Northumberland, the lady of Robert Roddam, Esq. Admiral of the Red,

NAVAL COMMERCIAL REPORT.

New Lloyd's Coffee-House, 27th August, 1807.

A very gallant action has been recently fought off Guadaloupe, by his Majesty's schooner Mozambique, with the French privateer General Ernouf, in which the enemy lost nearly forty men in killed and wounded, and was so cut up as to be compelled to sheer off, and take refuge in port. The Mozambique lost only two men, but was still unequal to the capturing of the enemy, which was better equipped, having 110 men to 45, and mounting 14 guns to 10.

The Seahorse frigate captured the French schooner le Phenix, off Toulon, on the 15th May, and sent her to Gibraltar on the 3d ult. This circumstance satisfactorily refutes the report of the loss of the Seahorse.

The Fortune schooner, of 16 guns, has taken, in the West Indies, after an action of six hours, a French brig, of 16 guns. The Curieux sloop of war, Captain Sherriff, has captured and carried into Barbadoes a very valuable Spanish vessel, which she fell in with off Martinique. The Curieux and Rosario sloops of war were about to sail in company, to cruise for some rich vessels from old Spain, of which Sir Alexander Cochrane had received intelligence.

We are happy to announce the safe arrival of the Leeward Island fleet, consisting of about 60 sail, under convoy of the Canada.—The ships bound for Bristol, Liverpool, and Dublin, parted company at the entrance of the Channel.

Whale Fisheries.—The following vessels have arrived at Hull:—from Greenland, the Sarah and Elizabeth, Ewbank, 7 fish, 300 butts of blubber; Acteon, Rose, 15 fish, 210 ditto; Walker, Sadler, 9 fish, 340 ditto; Oakhall, Blenkinsop, 25 fish, 320 ditto; Aurora, Sadler, 28 fish, 570 ditto; Perseverance, Hunter, 12 fish, 260 ditto; Minerva, Burrell, 7 fish, 240 ditto.—The old Manchester, with 18 fish, 320 ditto, was off Peterhead.

The following provisions have been exported from the port of Belfast since the 1st of November last:—20,623 tierces and barrels of salted beef and pork; 2,877 bales, 1,409 hogsheads of bacon.—Also to England alone, since the 1st of January, 1807, 7,335,705 yards of linen.

Russian produce had risen, in the supposition of the Baltic not been kept open for our shipping; but the arrival of sundry ships, and the sailing of our fleet, has considerably diminished all fear on that subject, and articles from thence have again dropped in price.

The following Indiamen arrived at St. Helena, and sailed thence for England 27th June, of course their arrival may be hourly expected, and we hope our next will give the particulars of their cargoes:—viz. Earl St. Vincent, Jones; Huddart, Bayliff, from Bombay. Lord Nelson, Hutton, from Madras; Lady Jane Dundas, Lindsay; Asia, Wardlew; Bengal, Cuming; Hugh Inglis, Fairfax; Walthamstow, M'Leod; Lord Castlereagh, Kymer; Harriet, Lynch; Alexander, Franklin; Monarch, Hawes; Sovereign, Campbell, from Bengal; Scorpion, Bunken, and Atlantic, Swain, from the South Seas; and the Fortuna (a Swede) from India.

We have the pleasure to announce the safe arrival of the homeward-bound Jamaica fleet, consisting of above 170 sail of merchantmen, deeply laden with rum, sugar, cotton, coffee, &c. This fleet arrived off Cape Clear on the 14th inst. and are all safe at their destined ports ere now; the produce has come to a better market than might be expected, from the dull state of it for many months past. Rum has risen considerably, and the sugar market has been brisk for some days past, as considerable orders have arrived in town for refined sugars for the north of Europe.

NEW LLOYD'S COFFEE-HOUSE, 26th August, 1807.

For the List of Premiums of Insurance we refer to page 87 of this Volume.

ROYAL EXCHANGE, LONDON, 26th August, 1807.

COURSE OF EXCHANGE.*

Amsterdam	36 0	Palermo	92
Ditto, at sight	35 4	Leghorn	50
Rotterdam	11 6	Genoa	45½
Hamburgh	34 4	Venice	52
Altona	34 5	Naples	42
Paris	24 10	Lisbon	64½
Bourdeaux	24 10	Oporto	64½
Madrid	38 0¼	Dublin	10¾
Cadiz	38 0¼	Cork	11½
Bilboa	38 0¼	Agio of the bank of Holland	5½ per cent.

PRICES OF BULLION.

The same as at page 87.

* For an explanation of the Course of Exchange see page 87.

THE NAVAL PRICES CURRENT OF MERCHANDIZE. LONDON, 26TH AUGUST, 1807.

☞ B. *stands for Barrel*—Bt. *for Butt*—C. *for Cwt.*—F. *for Fodder*—Ft. *for Foot*—H. *for Hundred*—L. *for Load*—P. *for Pipe*—Ti. *for Tierce*—T. *for Ton.*

		per	from l.	s.	d.	to l.	s.	d.
PITCH.	British	C.	0	12	0	0	13	0
	Swedish	C.	0	14	6	0	15	6
	American	C.	0	11	0	0	12	0
TAR.	Stockholm	B.	1	11	0	1	12	0
	Archangel	B.	1	7	6	1	8	0
	American	B.	1	5	0	1	7	0
ROSIN.	British black	C.	0	12	0	0	13	6
	Ditto yellow	C.	0	13	0	0	14	6
	American black	C.	0	9	0	0	10	0
	Ditto yellow	C.	0	10	0	0	11	0
TURPENTINE.	American	C.	1	1	0	1	2	0
OIL.	Linseed	T.	42	10	0	44	0	0
	Newfoundland Cod	T.	24	10	0	26	0	0
LEAD.	In pigs	F.	33	0	0	0	0	0
	In bars	T.	34	10	0	35	0	0
	Milled or sheet	T.	38	10	0	0	0	0
COPPER.	Foreign	C.	7	7	0	0	0	0
	Unmanufactured	C.	7	14	0	0	0	0
	Manufactured	lb.	0	1	6	0	1	7
TIN.	In bars	C.	6	8	6	0	0	0
	In blocks	C.	6	6	0	0	0	0
IRON.	British bars	T.	16	0	0	17	10	0
	Old sable	T.	21	10	0	24	0	0
	New sable	T.	20	15	0	23	0	0
	Swedish	T.	25	0	0	26	0	0
HEMP.	Riga Rhine	T.	66	0	0	0	0	0
	Ditto outshot	T.	63	0	0	64	10	0
	Petersburg clean	T.	65	0	0	66	0	0
	Ditto outshot	T.	62	10	0	63	0	0
	Ditto half clean	T.	58	0	0	0	0	0
	Ditto codilla	T.	32	0	0	0	0	0
BRIMSTONE.	Rough	T.	21	10	0	24	0	0
	Foreign roll	T.	30	10	0	32	0	0
FLAX.	Riga	T.	69	0	0	70	0	0
	Petersburg	T.	72	0	0	73	0	0
SALTPETRE.	East India rough	C.	2	14	0	2	15	0
	British refined	C.	3	3	0	3	4	0
TIMBER.	Dantz. 3 inches by 40 feet.	L.	8	10	0	9	5	0
	Ditto fir	L.	8	8	0	9	0	0
	Memel fir	L.	7	10	0	8	0	0
	Riga fir	L.	8	0	0	8	5	0

		per	from l.	s.	d.	to l.	s.	d.
BEEF.	Irish mess	Ti.	6	5	0	6	10	0
	India	Ti.	8	0	0	8	8	0
PORK.	Irish mess	B.	4	12	0	4	16	0
	India	T.	7	10	0	8	0	0
BUTTER.	Rose, Cork	C.	5	3	0	5	5	0
	Waterford	C.	5	0	0	5	2	0
CHEESE.	Foreign	C.	None.			0	0	0
WINE.	Port	P.	88	0	0	95	0	0
	Sherry	Bt.	88	0	0	98	0	0
	Lisbon	P.	86	0	0	90	0	0
	Madeira	P	88	0	0	120	0	0
	Claret	Hhd.	84	0	0	90	0	0
SPIRITS.	Arrac	Gal.	1	1	0	1	4	0
	Cog. Brandy	Gal.	1	0	0	1	1	0
	Spanish ditto	Gal.	0	18	3	0	18	9
	Jamaica Rum	Gal.	0	16	0	0	17	6
	Leeward Island, ditto	Gal.	0	14	6	0	16	6
	Hollands	Gal.	1	0	6	1	1	0
WEST INDIA PRODUCE, &c.								
RUM.	Jamaica	Gal.	0	3	3	0	4	6 } On board.
	Leeward Island	Gal.	0	2	9	0	3	5 }
SUGAR.	Jamaica	C.	2	12	0	3	18	0
	Barbadoes, &c.	C.	2	13	0	3	14	0
	Ditto fine clayed	C.	3	8	0	4	18	0
COFFEE.	West India	C.	4	15	0	7	0	0
	Mocha	C.	6	15	0	7	0	0
COCOA.	West India	C.	3	15	0	6	0	0
COTTON.	Ditto	lb.	0	1	3	0	1	9
GINGER.	Jamaica	C.	2	18	0	3	5	0
	Barbadoes	C.	4	2	0	4	10	0
TAMARINDS.		B.	4	8	0	4	15	0
LOGWOOD.	Jamaica	T.	13	0	0	14	0	0
	Honduras	T.	14	5	0	15	10	0
MAHOGANY.	Jamaica	Ft.	0	1	1	0	2	1
	Honduras	Ft.	0	1	2	0	1	10
HIDES.	Buenos Ayres	lb.	0	0	5	0	0	7
	West India	lb.	0	0	5¼	0	0	8
IVORY.	Elephants' Teeth	C.	31	10	0	36	0	0
	Ditto Scrivelloes	C.	20	0	0	26	0	0
COCHINEAL.	Spanish	lb.	1	2	0	1	12	0
	East India	lb.	0	3	0	0	6	6

N. B. The Duty on Rum is 11s. 3¼d. per gal.—on Sugar, 27s. per cwt.—on Coffee, 64s. per cwt.—on Cocoa, 25s. 4d. per cwt.—on Cotton, 16s. 10d. per 100lb.—on Ginger, 19s. 0½d. per cwt.—on Tamarinds, 38s. 0½d. per cwt.—on Logwood, 7s. 5½d. per ton—on Mahogany, 108s. 8d. per ton—on Hides, 8½d. per Hide—on Elephants' teeth, 63s. 10½d. per cwt.—on Spanish Cochineal, 1s. 1½d.; and East India ditto, 5½d. per lb.

H. R. Cook sculp

GEORGE MURRAY ESQ.R

Rear Admiral of the White Squadron

Published Sept.r 30. 1807. by J. Gold 103, Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIR OF

GEORGE MURRAY, Esq.

REAR-ADMIRAL OF THE WHITE SQUADRON.

" Albion, though oft by dread alarms
  Thy native valour has been tried,
Ne'er did the lustre of thy arms
  Shine forth with more refulgent pride
Than when, while Europe's sons, dismay'd,
Shrunk recreant from thy mighty aid:
Alone, unfriended, firm, you stood
A barrier 'gainst the foaming flood!"

ANON.

WE have introduced but few characters to the notice of the public with so much pleasure and satisfaction as Rear Admiral George Murray, the gentleman whose nautical progress is now the immediate subject of our attention; for these plain, but honest reasons, that few officers of his standing have seen more service, nor can any be more zealously attached to the interests of the navy, or be more cordially beloved by the members of that honourable profession.

Mr. Murray was born at Chichester, where his grandfather, then an officer of marines, first planted himself; and where he married, lived, and died. That gentleman is supposed to have been descended from the same stock as the noble family of Murray, Lord Elibank; whose ancestor was Sir Gideon Murray, knight, whose son was created a baronet by King Charles I. in the year 1628, and a baron in 1643.

The grandfather of Mr. Murray left two sons: John, who lived and died a banker, in London; and Gideon, who was many years a magistrate and alderman of the city of Chichester. To the latter, this officer was indebted for his birth.

At a very early period, Mr. Murray evinced a strong predilection for a sea life; and in 1770, about two years before the death of his father, he was entered on the books of his Majesty's ship Niger, at that time commanded by Captain Francis Banks. He was then only eleven years of age. He acquired the rudi-

ments of professional knowledge under Captain Banks,* with whom he served for some time in the Mediterranean, and then returned to England.

Mr. Murray was afterwards placed under the command of Admiral Ommaney, on the Newfoundland station. In consequence, however, of the American war, he was soon called into more active service, on board of the Bristol; where he became the *protegé* of her commander, Commodore Sir Peter Parker. That officer, as we have related at length in his life,† was ordered to America, in December, 1775, with a squadron of vessels of war, and a fleet of transports, for the express purpose of reducing Charlestown, in North Carolina. Having crossed the bar, it was found necessary to possess themselves of Sullivan's island; in the attack upon which the Bristol suffered exceedingly. The springs of her cable were shot away, and she was for some time exposed to a dreadful raking fire of red-hot shot. She was twice in flames; twice her quarter-deck was completely cleared of both officers and men, excepting the commodore; not an individual escaping being either killed or wounded. Her captain (Morris) after losing his right arm, and receiving several other wounds, died from the vast effusion of blood which had been thus occasioned. The loss of the Bristol amounted to upwards of 100; and that of the Americans was supposed to be very considerable, as most of their guns were dismounted, and reinforcements were continually pouring into the fort, during the whole time of the action.

---

* Respecting the professional services of Captain Banks very little is known. On the 23d of March, 1757, he was made commander of a sloop of war. On the 14th of April, 1760, he was appointed captain of the Rose, of 20 guns, on the North American station. Towards the end of 1761, he returned to England in another vessel, and remained for a short time out of commission; but, before the conclusion of the ensuing year, he was appointed to the Lizard, of 28 guns. In that ship he is supposed to have served on the West India station at the conclusion of the war. He then returned to England, and was paid off. In 1770, as we have already seen, he commanded the Niger; and, in 1775, he was appointed to the Renown, of 50 guns, and ordered to North America, where he died, on the 18th of June, 1777.

† *Vide* NAVAL CHRONICLE, Vol. XII. page 173, *et seq.*

We have been the more particular in noticing this engagement, as it was the one in which Mr. Murray made his military *debût*. Like the departed Nelson, he "knew not *fear*," or its heat and severity were such as might have deterred him from the farther pursuit of a profession so hazardous as that of the navy.

Sir Peter Parker, with his squadron, was occupied by various duties on the coast of America, till he was detached to Rhode island, in the reduction of which he rendered essential service to his country.

Soon after the signature of the treaty between France and the United States, which was announced to parliament on the 16th of March, 1778, a French fleet made its appearance in America; and, in the month of August following, M. d'Estaing proposed, that, with the 6000 troops which he had with him, he should make a descent on the southern part of Rhode island, while a body of Americans should take possession of the northern. At the same time, the French squadron was to enter the port of Newport, and to take and destroy all the British shipping. But Lord Howe, the commander in chief, making his appearance, the French admiral, confiding in the superiority of the numbers and size of his ships, came out of port to attack him. A violent storm parted the two fleets, and several of the French ships, which were afterwards attacked by the British, very narrowly escaped being taken. Our young midshipman acquitted himself with great credit on this occasion.

Owing to the very strong recommendations which he had received of Mr. Murray, from England, Lord Howe had made an application to Sir Peter Parker, for him to come on board the Eagle, which at that time bore his lordship's flag; promising to Sir Peter that he would provide for him. Having acquitted himself with so much propriety, and good and gallant conduct, while on board the Bristol, Sir Peter was extremely loth to resign his charge; but, feeling it to be an act of justice towards his young *eléve,* he explained to him what were *his* intentions with respect to his promotion; assuring him that, should he think proper to remain under his flag, he would give him the

next commission, when the gentleman who was then acting as lieutenant should have been confirmed. He observed at the same time, that, as the commander in chief had applied for him, and as a much larger field for preferment was presented, than merely a lieutenancy, if he chose to go on board the Eagle, with Lord Howe, he would second the very high and respectable recommendations which his lordship had already received of him. Mr. Murray having then passed his examination for a lieutenant, consulted with his friends on board the Bristol; after which he accepted his lordship's invitation, and proceeded with him to Long island. Under his new patron, he was employed on various naval services, until his lordship was called home.

Either from chagrin or disappointment, it is certain that Lord Howe returned to England in great disgust; and, what was deeply to be regretted, as casting a shade upon his lordship's character, notwithstanding the recommendations which he had had of young Murray, notwithstanding the assurances of promotion which he had given to his friend, Sir Peter Parker, (who afterwards possessed the means of promoting him, had he remained in the Bristol) he returned, leaving several vacancies in America, which he had a right to fill up. He brought home the subject of this memoir, with several other gentlemen on his quarter-deck, who equally looked to him for promotion; and unjustly, as well as unnecessarily, left them to shift for themselves, without assigning to them a reason, or even offering them an apology, for such extraordinary conduct.

The late worthy Admiral Montague, father of the no less worthy admiral now commanding at Portsmouth, was a particular and intimate friend of the father and uncle of the present Admiral Murray. Hearing of the very unhandsome treatment which he had received from Lord Howe, he desired him to draw up a memorial of his services; which, with certificates of his good conduct, particularly one from the captain of the Eagle, was transmitted to Lord Sandwich, then at the head of the Admiralty. The consequence was, that a lieutenant's commission was forwarded to him, almost by the return of post.

Shortly afterwards, Mr. Murray was appointed second lieutenant, and M. d'Auvergne, the present Duke of Bouillon, first, of the Arethusa, a beautiful new frigate, of 32 guns, commanded by Captain Charles Holmes Everitt.

He continued in the Arethusa, upon the home station, till February, 1779, when that ship was unfortunately wrecked near Ushant. She had been in pursuit of a French frigate, of superior force (l'Aigrette) and, getting entangled amongst the rocks, was lost.* The captain, officers, and crew were made prisoners of war.

During the period of his captivity, Lieutenant Murray devoted himself to the study of the French language, and particularly to the regulations of the French marine.—He most probably would have remained much longer a prisoner than he actually did, had not a singular circumstance occurred; which, as a proof of the extraordinary vigilance of the police of the French government, when under the administration of Mons. Sartine, and as connected with the history of this gallant officer, in procuring for him a more early release than he would otherwise have obtained, we shall venture to relate.—America was still at war, or rather in open rebellion, against the mother country. An officer of an American privateer made his appearance in the town where the officers of the Arethusa were on their parole; and, paying his court to a young lady, the daughter, or relation of the mayor of the place, he thought proper to adopt the uniform of the British navy, and took infinite pains always to appear in it, in the presence of the British officers. Considering it as a determined insult, they drew lots for the honour of explaining to the braggart, and, if necessary, of chastising his insolence. The lot falling to Lieutenant Murray, he, with great civility and good manners, desired the American to dispense with his dress as a British officer, and particularly

---

* *Vide* biographical memoir of the Duke of Bouillon, NAVAL CHRONICLE, Vol. XIII. page 174.—It was during the subsequent captivity of M. d'Auvergne, that he was claimed and recognised by the then reigning Duke of Bouillon, as a member of a branch of his ancient house, which had emigrated as long back as the thirteenth century.

to renounce the cockade which he then wore. The privateer's man, however, shewing some reluctance, a scuffle ensued, in which Lieutenant Murray found the necessity of wresting from his hat, by force, the badge of honour which he had been so civilly desired to resign. Coolly putting it into his pocket—though not without giving the pirate some sound reasons for remembering the rencounter—Murray returned to his messmates, while the American proceeded to the mayor. In consequence of his application, a prosecution was ordered by the magistrate, and a report was made to Mons. Sartine, at Paris. So highly, however, did the minister approve the conduct of the Englishman, that an express was immediately sent, with a passport, for Lieutenant Murray to proceed beyond the frontiers, and there to wait for farther orders. He accordingly went to Ostend; and, in a short time, on sending a report to the French consul, or minister, in Austrian Flanders, of his compliance with the orders of the French government, he received permission to return to England, and was exchanged.

We next find Mr. Murray, in the spring of 1781, as first lieutenant of the Monmouth, of 64 guns (commanded by the late Captain James Alms*), one of the ships which sailed under Commodore Johnstone, on an expedition to the Cape of Good Hope and the East Indies. The French, having obtained very early intelligence of the intention of the British government, sent out a fleet, consisting of eleven ships of the line, and several stout frigates, under the command of Mons. Suffrein, with orders to attack Commodore Johnstone wheresoever he should find him. About the middle of April, he accordingly came up with our squadron and convoy, which were then lying in the neutral harbour of Porto Praya, in the Portuguese island of St. Jago. Suffrein very resolutely attacked them; but, owing to the gallantry and firmness of the British officers and crews, his attempt was baffled;† and, not succeeding in doing them any

---

* For an extensive biographical memoir of this officer, the reader is referred to the second volume of *The* NAVAL CHRONICLE, page 549.

† In this action, the Monmouth was distinguished by the well-directed fire that she kept up against Suffrein's ship, which anchored abreast of her.

mischief.* he proceeded, with the utmost expedition, to the East Indies, with the view of giving battle to our fleet there, under Sir Edward Hughes, before the reinforcement of Commodore Johnstone should arrive. That part of the expedition, however, which was destined for the East Indies, under Captain Alms (consisting of a 74, a 64, and a 50 gun-ship) had the good fortune to form a junction with Sir Edward Hughes, previously to the arrival of Suffrein.†

Five days after that junction (on the 15th of February, 1782) M. de Suffrein appeared off Madras. At day-break, on the morning of the 16th, Sir Edward made a signal for a general chase; and the Monmouth was fast coming up with a 44 gun frigate, when the chase was recalled. In the action which ensued, on the 17th, the Monmouth led the squadron on the larboard tack; but, as the enemy never advanced beyond the centre of the British line, she had no material share in the engagement. In the evening, agreeably to orders, she steered for the Exeter, Commodore King's ship,‡ which had been disabled. She stayed by her during the night, and on the following morning took her in tow, and kept her so till the

* He afterwards captured the Hannibal, of 50 guns, which had separated from the fleet.

† The whole fleet left St. Jago on the 5th of May, and proceeded for the Cape; where, on the 21st of July, a Dutch squadron, of five sail, perceiving our ships turning into Saldanha bay, cut their cables and drove ashore. One of them was set on fire, and destroyed: the rest were saved. The Monmouth left Saldanha bay on the 25th; doubled the Cape, received General Medows on board, parted company with the commodore, and proceeded for the East Indies on the 27th; made Port Felix, in the island of Madagascar, on the 21st of August; and came to an anchor, in Joanna road, on the 2d of September. Having landed and refreshed the crews, who were in a very weak state, they sailed for the island of Bombay, on the 24th of the month; but, instead of making the coast of Malabar, Captain Alms, on the 16th of November, found himself driven towards that of Arabia Felix, in the latitude of 17° north. On the 26th of that month, he anchored in Moribatt bay, and watered; but, not being able to find a sufficient supply of provisions, he put the whole squadron on half allowance, and made for Bombay harbour, where he arrived on the 6th of January, 1782. On the evening of the 9th, he joined Sir Edward Hughes in Madras road.

‡ The late Sir Richard King.

24th, when the whole squadron anchored in the outer harbour of Trincomale. On the 4th of March, Sir Edward Hughes left that station; on the 12th he anchored off Madras; and, on the 30th, he was reinforced, at sea, by the Magnanime and the Sultan. On the 6th of April, a strange sail having been descried, a signal for chase was thrown out; and the Monmouth, getting up first, drove her on shore. She was afterwards burnt, proving to be a small frigate, from France, with orders for M. Suffrein.—On the 12th of April, another action took place, off the island of Ceylon, in which the Monmouth was desperately engaged. She was in close fight with the French admiral's flag-ship, from a quarter past one, till three, P.M. when her mizen-mast fell over the stern, and the main-mast over the larboard quarter. Suffrein seized this moment for escape, in which, however, he was greatly interrupted by a brisk fire from the Monmouth. In this battle, the Monmouth had seven of her guns dismounted, 45 men killed, and 102 wounded. Before the fall of her masts, eight men had been killed, or wounded, at the wheel; and the wheel itself had been dismounted, the ensign shot away from its staff, and another hoisted at the mizen peek. After the loss of the masts, Captain Alms ordered the colours to be nailed to the stump of the mizen, and secured the pendant on the stump of the main. "Captain Alms received two wounds in the face from splinters, two musket balls passed through his hat, his hair was on fire, his coat torn between the shoulders, and part of it shot away: in this situation he was left on his quarter-deck, *with only his first lieutenant, Mr. George Murray,* and Mr. Tatlock, his master; every other person quartered there, and on the poop, having been killed or wounded, except Captain Pierce, of the marines, and his second lieutenant, M. Minheer, who, after their men had been all killed, or wounded, nobly went down and assisted at the guns on the main deck."—In the evening, at a quarter past five, when the admiral threw out a signal to anchor, the Monmouth struck hard upon a shoal, with five feet water in the hold. A little after six, three of the enemy's ships were observed bearing down to attack her; on which, having driven over the shoal, she cut

her cable, and ran within shore of the admiral, where she took shelter for the night. For six days, her crew was employed in raising jury-masts, and in getting ready to proceed to sea.

On the 5th of July following, another battle was fought, in which victory declared in favour of the English; and, had it not been for a shift of wind, which gave the French the weather gage, and threw our squadron into some disorder, the defeat of the enemy would have been decisive, total, and ruinous. The Monmouth was not very hotly engaged in this action; but she had fourteen men wounded, the greater part of whom died.

On the 1st of August, the Monmouth, and the Sceptre, Captain Graves, left Madras, with troops and stores, for the garrison at Trincomale. That service having been very satisfactorily performed, they rejoined Sir Edward Hughes on the 10th of the same month.

A fourth action took place, on the 2d of September, between Sir Edward Hughes, with twelve ships of the line, and M. de Suffrein, with fifteen; the result of which was no other than that of shattering the respective fleets, and killing and wounding a number of men. "From the second broadside which the Monmouth sustained in this action, she received a shot nine feet below the water line, that entered her fore magazine, and caused her to make four feet water in the space of an hour: in consequence of which six of her lower deck guns became useless, all the hands quartered at them being taken off, and obliged to work at the chain pumps—no spare men having been this day on board the Monmouth." On the contrary, instead of her proper complement of 500, she had only 300 on board; including the captain, officers, and boys. She, however, had not a man killed, and but two wounded.

So highly did Sir Edward Hughes estimate the services of the Monmouth, in these several actions, and so cordially did he approve the gallant conduct of her officers, that, immediately after the last-mentioned engagement, he made Lieutenant Murray a master and commander; and, within a few days, promoted him to the command of a very fine frigate.*

* Captain Murray took his post rank from the 12th of October, 1782.

Sir Edward Hughes's last action with Suffrein took place on the 20th of June, 1783; not long after which, the war having terminated, Captain Murray was appointed to the Indefatigable, of 74 guns, in which he returned to England.

Thus, at the age of about three-and-twenty, through severe and active service in America, and afterwards through the bravest and most desperate actions of those days, did this officer, by his own merit and indefatigable exertion, fight his way, from the humble station of a midshipman, to the commission of a post captain.

Having quitted school at a very early age, the peace most opportunely afforded him the means of resuming his studies to advantage. In 1786, Captain Murray quitted England, and, in a secluded situation in France, devoted himself to general literature, and particularly to the *belles lettres*; in which laudable and improving pursuit he passed nearly two years.

A more active scene at length presented itself. At the breaking out of the war with France, he was called to the command of the Triton frigate, upon Channel service, and afterwards to la Nymphe, which had been taken from the French, by Sir Edward Pellew, in June, 1793. In the latter ship he was with Sir J. B. Warren's squadron, on the 23d of April, 1794, when they fell in with a squadron of French frigates from Cancale bay. "The engagement lasted nearly three hours; and gloriously terminated in adding to the British navy, la Pomone, one of the finest frigates ever built in France, 44 guns, twenty-four pounders, 400 men; l'Engageante, 34 guns, and four carronades, with 300 men; and la Babet, 22 guns, nine-pounders, 200 men: another frigate, la Resolue, escaped, by out-sailing the Melampus and Nymphe, who chased her into Morlaix."*

On the 22d of June, 1795, Captain Murray's ship, la Nymphe, was one of the look-out frigates which discovered the

* *Vide* biographical memoir of Sir J. B. Warren, NAVAL CHRONICLE, Vol. III. page 338.—Sir John's squadron consisted of the Flora, of 36 guns, and 260 men; la Nymphe, of 36 guns, and 260 men; the Arethusa, of 38 guns, and 280 men; the Melampus, of 36 guns, and 260 men; and la Concorde, of 36 guns, and 260 men.

French fleet; on which Lord Bridport, the commander in chief, gave chase, and brought them to an action off l'Orient, on the 23d.*

In the course of the ensuing year, Captain Murray was appointed to the Colossus, of 74 guns, and joined Sir John Jervis, in the Mediterranean. During the blockade of Cadiz, he commanded the advanced squadron; and, so much was his conduct admired by the enemy, the Spanish admiral, under a flag of truce, sent him an invitation to be present at a bull fight; offering to leave his nephew on board of the Colossus, as a pledge for his safe return. This honour, however, Captain Murray thought proper to decline.

In the memorable action of the 14th of February, 1797, from which Earl St. Vincent derives his title,† the Colossus was ordered by his lordship to lead the van of the fleet; but, carrying away her fore-top-sail-yard, and, of course, falling to leeward, she lost her portion of the honour of that day. It was but upon one tack that the Colossus could carrry sail at all; and, being extremely defective in other respects, Lord St. Vincent, as soon as he could spare her, sent her home. This, however, was not until the close of the following year.

When Captain Murray sailed for England, he was the bearer of a particular request, from the commander in chief to Lord Spencer, that his lordship would give him a better ship, and return him to the fleet as soon as possible.—The Colossus had a convoy from Lisbon in charge; and on board of her were the remains of Admiral Lord Shuldham, which were coming to England for interment.

On entering the Channel, Captain Murray found the wind blowing strong from the north-eastward; and, being in a very crazy vessel, with but little provision on board, he thought it best to take the Colossus into Scilly. She had been but a short time in the road, when the gale increased to such a degree,

---

* *Vide* biographical memoir of Lord Bridport, NAVAL CHRONICLE, Vol. I. page 279.

† *Vide* biographical memoir of his lordship, NAVAL CHRONICLE, Vol. IV page 35, *et seq.*

that, although completely land-locked, she was forced from her anchors, and driven upon a ledge of rocks, called Southern Wells, where she was totally lost. With the exception of one man, however, who fell overboard in the act of sounding, the whole of the crew were saved.*

A court martial sat, on the 19th of January following, to inquire into the loss of the Colossus, when the captain and all the officers were honourably acquitted.

Captain Murray was, almost immediately afterwards, appointed to the command of the Achille; in which ship he was for some time employed in the Channel service; and, on the approaching rupture with Russia and Denmark, was selected by the Admiralty to sound the Belts. Having performed that service, very much to their lordships' satisfaction, he was removed into the Edgar, as a ship of lighter draught of water, and appointed, by Lord Nelson, to lead the van into the road before Copenhagen. He accordingly led the fleet into action in a most gallant manner. For some time, until the second ship of the line came up to support her, the Edgar sustained the whole of the tremendous fire, which the enemy at first opened.†—The conduct of Captain Murray, upon this occasion, sealed and cemented the love and friendship which Lord Nelson entertained for him to the moment of his death.

Captain Murray, we believe, during the short truce which followed the treaty of Amiens, remained unemployed, enjoying the sweets of retirement, with his family, at Chichester.

When, on the resumption of hostilities, in the spring of 1803, Lord Nelson was appointed to the command of the fleet then

---

* It was on the 7th of December, 1798, that the Colossus was lost. For a more circumstantial detail of that event, the reader is referred to the NAVAL CHRONICLE, Vol. I. page 86.

† "The van," said Lord Nelson, in his official letter, was "led by Captain George Murray, of the Edgar, *who set a noble example of intrepidity.*" *Vide* NAVAL CHRONICLE, Vol. V. page 355. For additional particulars of the proceedings before Copenhagen, in the spring of 1801, see also the NAVAL CHRONICLE, Vol. V. pages 335, 336, 339, and 351; Vol. VI. pages 117, and 120; and Vol. XIV. page 395.

going to the Mediterranean,* his lordship applied to the Admiralty for the brave commander of the Edgar, to be the captain of the fleet. Captain Murray, who had just been appointed to the Spartiate, at Plymouth, was accordingly sent for by the Admiralty; but, when Lord Nelson communicated his wish to him, he hesitated. On his lordship asking the reason, he answered, by observing, that *the nature of the service was such, as very frequently terminated in disagreement between the admiral and the captain; and he should be extremely unwilling to hazard any possible thing that should diminish the regard and respect which he should ever entertain for his lordship.* Lord Nelson coincided in opinion with Captain Murray; but assured him that, *on whatever service he might be called, or whatever measure he might be directed to carry into execution, he never should forget the intimacy which subsisted between them; and even, should any thing go contrary to his wishes, he would wave the rank of* ADMIRAL, *and explain, or expostulate with him, as his* FRIEND, *Murray.* His lordship also desired, that the same frankness of conduct might be shewn towards him, as *Nelson*, and not as the commander in chief.

Captain Murray at length entered on the truly arduous commission, of captain of Lord Nelson's fleet.—To those who have served under the command of his lordship, who know the extreme rigour with which he enforced every regulation that he thought necessary, and by which alone he brought his fleet into such exact order and discipline, must also be known the arduous and anxious duty which devolved on the captain of his fleet; and that it required a man, in whose character the utmost suavity of manners should be blended with an immovable firmness of decision, to carry his regulations into effect. *Such a man had his lordship found in Captain Murray*; for,

> "Though train'd in boisterous elements, his mind
> Was yet by soft humanity refin'd."

Indeed, Admiral Murray's disposition is so gentle, and his

---

* *Vide* addenda to the biographical memoir of Lord Nelson, Vol. XIV, page 406.

manners are so mild, that but few men are equally well beloved in the navy; while few possess the facility of commanding with such ease, and, at the same time, with such energy and effect. Without detracting, in the slightest degree, from the credit which is due to the deceased admiral, there is scarcely a man who served in his lordship's fleet that knows not how to appreciate the merits of Captain Murray; for, amidst the fatigues of first *hunting* the French fleet in the Mediterranean, in the pursuit of them afterwards to the West Indies, and in the keeping so many ships together, and in order, it must be obvious to every one, that much depended on the captain.

When in chase of the enemy, with only eleven sail of the line to their twenty-two ships, and crowding all the sail that could be carried, Captain Murray once observed to Lord Nelson—"*I suppose, my lord, that, by packing all this canvass on the ships, your lordship means to engage the enemy, in case you come up with them.*"—"Yes! by G—, Murray, do I," returned the admiral drily and shortly.

On his return to England, Captain Murray found himself promoted to a flag;* but, in consequence of the death of his father-in-law, who held an appointment of considerable trust under government, to whom he was left executor, he was fortunately separated from Lord Nelson. *Fortunately*, we say; for otherwise, as captain of the fleet, his station being near the admiral, the probability is, that he must have fallen in the glorious battle of Trafalgar.

As a proof, however, of the exalted estimation in which he was holden by Lord Nelson, it may be mentioned, that, when several captains applied to his lordship, to fill the vacancy which Captain Murray had left, his reply was, *if ever he had another captain of the fleet, it must be Murray!* His lordship, it will be well remembered, went to sea without filling the vacancy, taking with him only his second captain, the gallant Sir Thomas Hardy.

---

* He was made rear-admiral of the blue, on the 23d of April, 1804; and rear-admiral of the white, the rank which he now bears, on the 9th of November, 1805.

On account of his father-in-law's affairs, Rear-Admiral Murray was for some time under the necessity of declining an appointment; but, when the expedition under General Crauford had been determined on, he was selected for that service by the Admiralty, and accordingly received the command.

To what place that expedition was destined, remains, we believe, to the present time, a profound secret; but, in all probability, it was intended for some other part of South America than Buenos Ayres; as Rear-Admiral Murray had reached the Cape of Good Hope, and was afterwards directed, by the present administration, to take the command of the fleet at Monte Video.

When we sat down to compile the present memoir, we indulged the expectation, that, before it should be put to press, the public would be congratulated on the re-capture of Buenos Ayres; and that, consequently, our footing would have been completely established in South America. We deeply regret, that our expectation has been wholly, and definitively frustrated; as, on the 12th of the month (September) official despatches were received by government, from Rear-Admiral Murray and Lieutenant-General Whitelocke, announcing the failure of our attempt upon Buenos Ayres, and the consequent agreement, on the part of the British commanders, to evacuate Monte Video, and the whole of Spanish South America, in two months, from the 7th of July.

The despatches were brought to England by the Saracen, Captain Prevost. As they are given at length, in a subsequent sheet, we shall decline entering into particulars; observing only, that the exertions of Rear-Admiral Murray have been equally meritorious, as though they had been crowned with success. "I have nothing farther to add," says Lieutenant-General Whitelocke, in his letter to government, "except to mention, *in terms of the highest praise*, the conduct of Rear-Admiral Murray, *whose cordial co-operation has never been wanting whenever the army could be benefited by his exertions.*"*

---

* We have since ascertained, that the name of Admiral Murray's

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

FRANCE'S WAREHOUSES, AT LIVERPOOL.

THROUGH the medium of a Correspondent, we are enabled to present the following article, as a more full and accurate account of the dreadful conflagration which took place at Liverpool, in 1802, than that which accompanied our view of the old warehouses in that town, in the preceding volume :—

From Gore's General Advertiser, September 16, 1802.

"On Tuesday last this town was visited by a calamity as singularly awful in its appearance as it was disastrous and destructive in its effects.—About 10 o'clock in the evening a smoke was observed to issue from a room in the warehouse belonging to Thomas France, Esq. at Goree, whose spacious and lofty front has long attracted the admiration of strangers, and which, if equalled, was not surpassed in magnitude by any similar structure in the kingdom. The alarm of fire was rapidly spread through the town, and an immense crowd were soon assembled, where the danger had been first discovered. For a time appearances seemed to justify a hope that the tremendous mischief which had been announced and apprehended might be subdued without much effort; but no sooner were the doors and windows of the building forced, than the flames, which had been smothered, burst out with *horrid* fury, extending their ravages in every direction, with equal rapidity and violence. In a few hours this immense pile, together with that large and commodious range of warehouses, which was erected in front, at the distance of 16 yards, as well as that which extends from it, in a line, to Water-street, was a heap of ruins, and a great proportion of all that rich and various produce, with which every apartment of these buildings had been stored and crowded, was consumed. The mildness of the evening, and the tide, accompanied with light and variable breezes, being fortu-

grandfather, mentioned at page 177, was Gideon. A geographical error has inadvertently occurred at page 178:—for *North* Carolina, the reader is requested to mark *South*.

nately at flood, gave an opportunity to remove the shipping beyond the reach of the flames, and so prevented the devastation which was spreading on the shore, from being aggravated by a scene of confusion and ruin, which the imagination even shudders to contemplate.

The solemn grandeur, the majestic horror of the scene, no tongue, no pencil can describe.—Through a great part of the immense crowd that was assembled, scarcely a whisper disturbed the awful stillness that prevailed; and without an effort to resist the devouring evil, it was left for a while to act its dreadful part alone, every eye being fixed on the tremendous spectacle, and every countenance marked with emotions of profound astonishment, or of silent despair. Of the immense property which has perished, no adequate estimate can yet be given, but under the disasters of a night, which will long be remembered and deplored, one consolation remains, that we have not to lament the loss of a single life."

Errata, in Vol. XVII.

Page.
206 For *Water-lane*, read *Water-street.*
207 For *city*, read *town;* Liverpool being a borough-town.
Ib. For *thirty warehouses*, read *sixteen warehouses.*
208 For *cellars and garrets*, read *cellars and capstan rooms.*

PRIZE AGENCY FRAUD.

On the 25th of August, a British seaman, named Love, of the true jack-tar breed, came forward before the lord mayor, at the Mansion House, to ask the advice of the court, as to how he should proceed for the recovery of about 64*l.* prize money due to him, which he said had been received by the prize agents, but which he had been unable to obtain. He had been nineteen years in the service of the East India Company, and of the royal navy. The money he claimed was for prizes taken last war in the East Indies. When he came home about three years and a half ago, he had applied to a prize agent, Mr. Jackson, who he understood was to pay him; and Mr. Jackson told him the money was to be paid by a Mr. Chace, agent at Madras, and if he did not go to Madras he would never get a guinea of it. He remonstrated, and brought the agent then before the lord mayor, but in vain. However, he went out immediately afterwards on a voyage to Bengal and China, without any expectation of being able to go to

Madras, but in the course of the voyage, while at Bengal, he, with seventeen others, were pressed by a ship of war, which immediately went to Madras, where he was allowed to go on shore, and claim his prize money of Mr. Chace, who he found was become insolvent, but by whom he was told, the person who was to pay him was returned to England, and that he must apply there for payment. On coming home, he applied again to Mr. Jackson, who told him, that by the accounts he had received from Madras, the money appeared to have been paid there to a person who claimed in Love's name. Love, however, totally denied having ever received the money, or ever given any authority to any other person: that he was in China at the time it was said to have been so paid; and it was a d—d hard case a poor fellow who had been nineteen years fighting for his country (and he could shew that his body was covered with honest scars) should be choused out of his prize-money by these here lubbers and land sharks of prize agents; and if so be as he could not come to the rights of it upon this here tack, he should go directly and tell the King himself all about it, and let him see how he liked such riggs as those then a going forward under hatches against his own seamen; and he hoped his Majesty himself would bear a hand and overhaul these here d—d land pirates. Honest Jack veered out a good deal more lingo; said he was a freeholder of London, always bore his father's name, being as how he had no occasion to hoist false colours, and as he fought hard for the money, 'twas bitter hard if he could not have the satisfaction of spending it how he liked, as he had many a hundred before.

The prize agent in London, who was present, said, that by the return he had received from the agent at Madras, it appeared that the money had been paid to some person who claimed for the complainant: he could not blame the man for seeking his right, and certainly if the Madras agent paid the money in his own wrong, he must be answerable to the claimant; but with such instructions as he had at present, he could not pay the money until the fact was further ascertained.

The magistrate said he had no authority to interfere; and the honest tar, finding he was in the wrong latitude for port ready, hauled his wind, crowded sail, and bore away for St. James's, to consult his Majesty on the business.

GALLANT ACTION IN THE MEDITERRANEAN.

The boats of his Majesty's ship Melpomene, Peter Parker, Esq. captain, were detached, on the evening of the 3d of July, 1806, to

cruise inshore, on the coast near Leghorn, under the command of Lieutenant W. Thompson, who was accompanied in the barge by Lieutenant Gascoigne, of the royal marines, and Mr. Witwell Butler, master's mate. On the morning of the 4th several vessels appeared, and the boats separated in chase. After a long pull the barge came up with a large French settee, armed with four six-pounders, twelve mounted musketoons, and small arms. They were obliged to pull up in face of the enemy's fire; and so able was the defence, that before they could get alongside, Lieutenant Thompson and five seamen were killed, six desperately wounded, and several others disabled for the time. The ship and other boats were now out of sight; but the survivors persevered and hooked on. Mr. Butler, Lieutenant Gascoigne, Serjeant Thomas Milligan, and three seamen, were the only persons enabled to board; at which time the enemy's crew consisted of eighteen men, three of whom were killed, and fifteen made prisoners. Captain Parker wrote a very handsome official letter to Sir S. Smith, who then commanded in Sicily, giving a liberal and correct account of the affair, strongly recommending Mr. Butler for promotion, and every person concerned, to the honourable notice of their country. The above letter was shewn to the officers of the Melpomene, and is believed to have been transmitted to England, but by some omission it has not been officially published.

The following more circumstantial account of this gallant action, particularly noticing the bravery of Serjeant Milligan, of the marines, has been certified by Captain Parker, and is highly worthy of preservation:—

Serjeant Milligan, being in the bow of the barge, was the first man that boarded the settee; and, on his leaping on the deck, six muskets were presented in his face, the fatal effects of which he avoided, by throwing himself at once into the midst of the enemy's crew. Owing to the number of killed and wounded in the barge, and the settee continuing under sail, only five men were able to follow the serjeant, and, after some resistance, the enemy were obliged to retreat and disperse, and six of them leaped into their own boat, carrying their arms and ammunition with them. Serjeant Milligan pursued; and fearing that they might do considerable mischief, if they pulled away from alongside, with their muskets with them, and knowing that the barge could not follow, he jumped down into the middle of them. He was instantly seized and thrown overboard; but in the struggle, grappled and carried one of the enemy with him, whom he killed in the water

with his cutlass. When opposition no longer appeared, every exertion was made from the boats of the Melpomene to save Serjeant Milligan, who was seen swimming astern of the settee, apparently very faint, having received several wounds during the action. One of the lieutenants of the ship, seeing an oar close behind him, called to Milligan to get hold of it, in order to receive some assistance, till the boat could get up to him, which afterwards picked him up. On his being asked, when safe on board, if he had gained the assistance of the oar, he replied, "No, sir; I did not know if the enemy had all surrendered; and I could not bear the idea of turning my back on an enemy's vessel."—The Patriotic Fund rewarded this brave fellow with forty pounds.

LETTER OF THE LATE CAPTAIN WRIGHT.

THE subjoined extract from a letter, purporting to be written by the late Captain Wright, bears internal marks of authenticity; and will be found to furnish a more detailed account, than any which had before appeared, of the manner in which Sir Sidney Smith and Captain Wright became prisoners:—

"*Paris, December* 6, 1795.

"Seven months of captivity has indeed broken off almost all means of intercourse between us, but it has not blunted the remembrance of my friends at home; I still retain a grateful sense of the sincere interest which I know you all feel in whatever personally concerns me. For nearly three months previous to my capture, I had few opportunities of writing to my friends. Many interesting events, therefore, which have occurred since we parted, must remain undescribed till we meet, or at least till I shall be under less inauspicious influence. It may be useful, however, to give you some idea of our expedition and misadventure; it will correct some false impressions which have gone abroad, and which, in fact, have been circulated by the enemy.

"Sir Sidney and myself are treated in a manner which has no parallel in military history. The enemy endeavours to justify this treatment by affixing to our expedition a motive and character incompatible with the laws of war.

"The following is the manner in which we fell into the hands of these barbarians:—

"Having anchored, on the morning of the 17th of April, in the outer road of Havre de Grace, with the Diamond alone, we discovered, at anchor in the inner road, an armed lugger. A project

was immediately conceived of boarding her, in the night, by means of our boats. In justice to the merit, and indeed necessity, of this project, in a national point of view, it is necessary to inform you, that this was the only remaining vessel which continued to annoy the English trade within the limits of our squadron. She had been recently equipped at Havre; carried 10 three-pounders, and 45 men; was commanded by a bold, enterprising man, with a private commission; and sailed so well, in light winds, as to have more than once eluded the pursuit of our frigate, when returning from the English coast. Her first depredations on our trade were of a magnitude to warrant the risk of a small sacrifice in her capture; and Sir Sidney had established it as a point of honour in his squadron, that an enemy's vessel within the limits of his command should not even pass from port to port.

"The force employed in our enterprize consisted of the launch, armed with an 18-pounder carronade and muskets, four other boats with muskets, including a two armed wherry, in which Sir Sidney commanded in person, and carrying in all 52 persons, viz. nine officers, six of whom were from 12 to 16 years of age, three servants, and 40 seamen. We were all volunteers, were disposed to surmount all obstacles that should oppose our purpose; not a breath of air, not a ripple on the water, the oars were muffled, and every thing promised the happiest success. We quitted the ship about ten o'clock, preceded by Sir Sidney Smith in his wherry. Arrived within sight of the Vengeur, we lay upon our oars to reconnoitre her position, and to receive definitive orders. This done, we took a broad sheer between her and the shore, in order to assume the appearance of fishing boats coming out of the harbour, and thereby protract the moment of alarm; in this we succeeded beyond expectation, and afterwards rowed directly towards her, reserving our fire till she should commence the action. This happened after hailing us within about half-pistol shot: the boats returned it in the instant, and within less than ten minutes we had got possession of the vessel.

"It was now that we first discovered our difficulties. The enemy had very wisely cut their cable during the action: the vessel had therefore been drifting towards the shore all this time. On perceiving it, we sought in vain for a second anchor heavy enough to hold her against the strength of a very rapid tide, that rushed into the Seine. All the boats were sent a-head to tow, and every sail was set; but it was all in vain. After all these fruitless efforts, we tried the effect of a small sledge, without hope of its holding. The vessel dragged it a long way, and at length brought up.

"Here, therefore, we lay, anxiously expecting day-light to discover the extent of the evil we had to encounter, or for a propitious breeze to assist our escape. Day-light at length appeared, and terminated our suspense. Our position was in the last degree critical: we were half a league higher up the river than Havre, the town and harbour of which was now in motion, in hostile preparation. Nothing now remained for us, but to make every possible preparation on our part for a desperate and unequal conflict. The vessel, however, was destitute of every material article of defence, such as grape-shot and match. There was not a single round of the former, and the latter was so bad, that it would never fire upon the first application. It was resolved, however, to fight as long as the lugger would swim, in the expectation that, by protracting our surrender, a prosperous wind might deliver us, even in the last extremity. All Havre was now in motion to attack us: some shot had reached us whilst we were in the act of discharging our prisoners, and sending them on their parole to Honfleur; for, with his usual humanity, Sir Sidney Smith proposed to send them away clear from the dangers of a battle in which they could not co-operate. They received his kindness with gratitude.

"The attack now commenced. We got under weigh to attack a large lugger which was advancing, whilst the boats were detached to rake her with grape-shot and musketry. The result was, that she sheered off. We had not, however, escaped clear: her grape and musketry had considerably disabled our rigging, and wounded some of our best men: your young friend Charles B. was amongst the number. This action was scarcely over when we were surrounded on all sides by a variety of small craft, crowded with troops; and another action immediately commenced, more desperate and more unequal than the former. Sir Sidney ordered all the muskets to be collected and loaded, and made such a distribution of them, that each man was enabled to fire several rounds without the necessity of re-loading; the midshipmen re-loaded them as fast as they were discharged. In this manner an incessant fire was kept up for some time. No breeze, however, appeared, and resistance was evidently in vain, as the country was assembling. In a word, we were compelled to surrender."

INGENIOUS PHILOSOPHICAL EXPERIMENT OF ADMIRAL PATTON.

The admiral took up a small flask of salt water in the Atlantic Ocean, near Cape St. Vincent, which weighed 22 oz. 5 drs. The

same quantity, in bulk, of salt water taken up by him in the Mediterranean near Minorca, was found to be 13 grains heavier. Two decanters were afterwards filled, one with fresh, the other with salt water, their specific gravities differing in the above proportion, and the fresh water tinged with red colouring matter. The decanters being placed horizontally, and their necks closely luted, a gradual interchange of their contents was observed to take place, the fresh and coloured water making its way through the upper, and the salt water in a contrary direction through the lower, part of the necks; being a just representation of the upper and under currents, which are supposed to flow in contrary directions through the strait of Gibraltar.

ROYAL NAVAL ASYLUM.

THE Royal Naval Asylum has been transplanted from Paddington to Pelham House, in Greenwich Park, which has been for some time undergoing the necessary repairs and extensions, to render it at once commodious for the purpose of its intention, and ornamental as a public building. On the east and west, two capacious wings are added, connected with the centre building by handsome colonnades. The lower part of each wing is to be appropriated to the school rooms for the children, male and female respectively; the upper parts as dormitories for them, and the servants of the institution. It is proposed immediately to extend the whole number of pupils to 1000, from every part of the united kingdom. The boys are taught reading, writing, and figures; and, where their capacities display fitness, are to be instructed in navigation; and during the hours of relaxation, the elder boys are taught rope and sail making; and they are to be instructed in the rudiments of naval discipline, by regular veteran boatswains. The girls are taught to read and write, and are instructed in needle work, and household industry. The building fills up the *vista* between both wings of Greenwich College, to which it seems to form an appropriate centre; and it is intended that the whole shall be immediately completed, for the reception of pupils, officers, &c.

CONTRASTED CONDUCT OF THE FRENCH AND SPANIARDS, AFTER THE BATTLE OF TRAFALGAR.

IT was interesting to observe the different effect produced on the Spaniards and French by a common calamity. The Spaniard, more than usually grave and sedate, plunged into a profound

melancholy, seemed to struggle with himself whether he should seek within his soul fresh resources against unwilling enemies, or turn his rage against his perfidious allies. The French, on the contrary, were now beginning to mingle threats and indecent oaths with those occasional fits of melancholy, which repeated and repeated proofs of defeat still continued to press upon them, as it were, in spite of their endeavours to the contrary. Not one of them but will tell you, that if every ship had fought like his, the English would have been utterly defeated. Contiguous to my small apartment at the posada was a hall, where a party of five-and-twenty or thirty French soldiers were assembled every day at an early hour, to dinner. The commencement of their meeting was generally silent; but as the repast went on, and the wine passed round, they grew loud in discourse and boastings. One had slain five Englishmen with his own hand; another seven, and some could not even tell how many they had rid the world of. One more modest than the rest had only killed three; but how did this happen? An English vessel was preparing to board the ship in which he was. "*A l'abordage*," was the universal cry of the French. Meanwhile an unfortunate Englishman appeared ready to leap on board, when the ships were almost locked together; this hero brought him down like a crow. A second took his place, and shared the same fate. Strange as it may appear to wondering posterity, a third succeeded, and was sent to follow his companions into the profound abyss. "After this," cried he, with a loud oath, "no more of them shewed themselves there."—"*Non, non,*" exclaimed his comrades: "*apres cela ils ne s'y sont plus montres;*" and immediately ten of them began to talk at once.

After paying a silent and involuntary tribute of respect to this valorous Frenchman, who had only killed three Englishmen, because only three were opposed to him, I almost began to doubt whether my eyes had not deceived me, in the terrible symptoms of defeat which I imagined to have observed on the part of the allies. But the conversation of the naval officers at the public table, where I dined, served to counterbalance these murderous narrations, and to raise my opinion of the French character, degraded by such idle and misplaced rhodomontades. They canvassed with coolness the manœuvres of the two fleets, and the cause of their defeat. One ship had not done her duty, another was overpowered by numbers, and some had deserted them altogether. These and many other causes were assigned; "but, after all," said they, "their fire was terrible." (*Mais apres tout, leur feu etoit terrible.*)

In two things, and two only, did the French and Spaniards agree, in mutually blaming each other, and in reckoning events from or before the battle. Such a thing happened so many days before the combat, or so many days after it: this was the universal mode of expression. The battle of Trafalgar seemed to form a new epoch, from which to compute events, although not yet marked in the national calendar, like the coronation of an emperor, or the birth of a prince.—SEMPLE'S *Journey to Naples, &c.*

BREWSTER'S ASTROMETER.

MR. BREWSTER, of Edinburgh, has invented a new astrometer, for finding the rising and setting of the stars and planets, and their position in the heavens, which is said to be more simple in its construction, and more extensive in its application, than any before invented. The use of this instrument is thus described:—to find the name of any particular star that is observed in the heavens, place the astrometer due north and south, and when the star is near the horizon, shift the moveable index till the two sights point to the star. The side of the index will then point out, on the exterior circle, the star's amplitude. With this amplitude enter the third scale from the centre, and find the declination of the star in the second circle. Shift the moveable horary circle, till the time at which the observation is made be opposite the star's declination, and the index will point to the time at which it passes the meridian. The difference between the time of the star's southing, and twelve o'clock at noon, converted into degrees of the equator, and added to the right ascension, if the star comes to the meridian after the sun, but subtracted from it if the star souths before the sun, will give the right ascension of the star. With the right ascensions and declinations thus found, enter a table of the right ascensions and declinations of the principal fixed stars, and you will discover the name of the star which corresponds with these numbers. The astrometer may be employed in the solution of various other problems.

RUSSIAN ORDER OF ST. ALEXANDER NEWSKOI.

As this order has been conferred upon several distinguished officers in the service of his Britannic Majesty, the following short account thereof may be acceptable:—

The Order of the Holy Alexander Newskoi was instituted by

Peter the Great, in the year 1722, but he died before any knights were invested with it. The first installation was by Catherine I. in June, 1725, at the nuptials of the Duke of Holstein with the Princess Anne. The riband is dark red, and the cross of red enamel with golden eagles; in the centre oval is the figure of Alexander on horseback, in chased work. The star is of silver, with the initials S. A. *(Sanctus Alexander)*; the motto, *Principibus patriæ*. In Russia, the order is given to no one below the rank of a lieutenant-general. The anniversary is on the 30th of August, old style, and is celebrated with great rejoicings in the most considerable cities and towns in Russia.

NAVAL OFFICES.

Navy Office, August 10, 1807.

A LIST of all offices created or revived since the 20th of May, 1804, held either immediately or derivatively from the crown; specifying the nature of the duties in each such office, the salary or emolument thereunto annexed, the names of the persons appointed to each respectively, and the dates of such appointments, so far as relates to this department:—

William Brown, Esq. commissioner of the navy, to reside at Malta, Jan. 22, 1806, 1,200*l*.

James Stirling, clerk to ditto, May 19, 1806, 240*l*.

Charles Cunningham, Esq. commissioner of the navy for the superintendence of Deptford and Woolwich dock-yards, June 20, 1806, 1000*l*.

James Kennedy, first clerk to ditto at Deptford, during the war, March 12, 1807, 300*l*.

Thomas Asquith, second clerk to ditto, at Deptford, during the war, March 12, 1807, 180*l*.

James Reed, first clerk to ditto, at Woolwich, during the war, March 12, 1807, 300*l*.

Stainer Canham, master shipwright, at Leith, during the war, Feb. 5, 1806, 240*l*.

George Paterson, master attendant, at Leith, during the war, Feb. 5, 1806, 240l.

At Falmouth.

Ambrose Keddell, naval officer, Nov. 30, 1805, 400*l*.
James Pettitt, clerk to ditto, ditto, 150*l*.
George Boddy, master shipwright, Nov. 16, 1805, 360*l*.
William Payne, master attendant, Jan. 31, 1806, 300*l*.

At Bermuda.

John Dunfier, naval officer, March 1, 1805, 300*l.*
William Bunce, master shipwright, Nov. 28, 1806, 300*l.*

At Barbadoes.

Daniel Tidball, naval officer, Jan. 30, 1807, 500*l.*

DESCRIPTION OF THE SOUND AND ADJACENT COUNTRY.

[Translated from a German pamphlet, published in Berlin in 1801.]

THE Sound is to the north, what the Straits of Gibraltar are to the south of Europe, and Elsineur and Helsingburgh may be called the northern pillars of Hercules. It forms the communication between the North Sea and the Baltic.

The Sound is two miles and a half broad at the narrowest part, where the sand banks on the Danish, and the Scheeren rocks on the Swedish coast, confine the channel so much, that the men of war, of great draft of water, can only pass one after the other. The Danes have, from this circumstance, been enabled to establish a toll, which brings in a considerable sum, all ships that pass Elsineur being obliged to pay this duty.

Further to the eastward, particularly near Copenhagen, the Sound widens; but still there is scarcely room for vessels to manœuvre or fight, and the flotilla defending it might receive great support from the batteries ashore.

Zealand, the largest of the Danish islands, is about 160 miles long, and 120 broad. The chief produce is barley, oats, and wheat. The pasture lands are very good. There are extensive woods of oak and beech, and the lakes abound with fish. The best harbour is that of Copenhagen, the metropolis and royal residence, built on the opposite side of the strait, between Zealand and the island of Amak, and celebrated for its excellent port, and its convenient situation for trade. The city has a noble appearance from the sea, and is about two miles in length, and about one and a half in breadth, and six miles in circumference. Some writers estimate the number of inhabitants at 85,000, others 100,000.

In many of the streets the canals are deep enough to admit large ships to come close to the warehouses, a circumstance of the greatest convenience to the merchants. There is an university of some importance (founded in 1478, by Christian I. under the sanction of Pope Sextus IV.), an academy for artillery and naval

cadets, a society of natural history, an academy for painting, royal societies of sciences, belles letters, and surgery, a veterinary school, a royal library, containing about 100,000 volumes, besides a large one belonging to the university, about 50 hospitals and poor houses, a very spacious exchange, and a fine arsenal.—Among other excellent manufactories, one of beautiful porcelaine, established and carried on by F. H. Muller, an apothecary, deserves particular notice. The round tower of the church of the Holy Trinity is reckoned a master-piece of architecture; it was built after a design of the celebrated astronomer, Christian Longomontanus. It is 150 feet high, and 60 feet in diameter, and the entrance is a spiral arch, so strong and spacious, as to admit a coach to ascend to the top, an experiment which the Czar Peter the Great is said to have made in 1716. Copenhagen enjoys the privileges of a free port, and carries on a considerable trade. In 1768, upwards of 3,800 ships entered inwards, and about 3,700 cleared outwards. That Copenhagen is a place of great strength, both by nature and art, is evident from the three long and bloody sieges it sustained under Frederick I. Christian III. and Frederick III. though the fortifications were then by no means in the state they now are. As the town of Christian-haven, built on the isle of Amak, is generally comprehended with Copenhagen, this island may be noticed here. It is seventeen miles in length, by seven broad, and has a communication with the city by means of two bridges. The soil is uncommonly rich, and the island is considered as the garden and dairy of Copenhagen, to which the Amakers bring for sale all kinds of vegetables, milk, butter, and cheese, in great quantities.

Of the Danish towns within the Sound, the next in point of importance is Elsineur, built on the declivity of a mountain, directly opposite to Helsingburgh, on the Swedish coast. It contains from five to six thousand inhabitants, who derive great benefit from the number of people passing through the town from Sweden to different parts of Denmark, and still more in consequence of the toll that is levied from all vessels passing the Sound, on which account, each of the nations trading to the Baltic usually have a consul established here. Christian II. had an intention of ceding the town to the Dutch, but the inhabitants refused to comply with the order.

To the south of Elsineur is the important fortress of Cronenburgh, begun by Frederick II. in 1577, and finished in 1585. The fortifications are in the best order, and the guns command the Sound, which is here not more than two miles and a half over, for

men of war dare not keep near the Swedish shore, on account of the shoals.

The most important islands in the Sound are:—1st, Amak, which has been already described. 2d. Saltholm, a small island belonging to the Danes, where there are excellent quarries of lime-stone, free-stone, and marble. This island is uninhabited, being overflowed in winter. 3d. Huen, or Ween, a fertile island, formerly an appendage of Zealand, but annexed to the Swedish crown at the peace of Rotzchild. It was bestowed by Frederick II. on Tycho de Brahe, the celebrated astronomer, for the term of his life.

CORRESPONDENCE.

A Subsidiary National Defence, most humbly and earnestly recommended for instant adoption, at the present Crisis. Addressed to the Right Honourable Lord MULGRAVE, *first Lord of the Admiralty; to all Lord-Lieutenants of Counties; and all other his Majesty's faithful and liege subjects in the United Kingdom. By a* LOYAL FORESTER.

My Lords and Gentlemen,

I beg leave, with all due humility, to submit the annexed Subsidiary Plan of Defence written some years ago, at a period of not so much danger as the present.

I shall not arrogantly determine as to the benefits, utility, or feasibility of its adoption; but only have to add, that I wrote it with good intent—as I now have the honour to submit it.

I am,
My lords and gentlemen,
With the highest respect,
Your very obedient and humble servant,
(as my country's well-wisher)
WILLIAM BENSON.

Stamford, July 24, 1807.

MAY IT PLEASE YOUR LORDSHIPS, &c.

WHILE our warmest praises and most bounden gratitude are so justly due to thousands of our countrymen for the patriotic exertions they are making, in a variety of ways, to assist the state, in the threatening aspect of the enemy; there is one, I presume, *not yet touched upon*, by which, perhaps, *the most important and considerable aid might be afforded*, by many noble,

spirited, and liberal minds: I beg leave, therefore, without further preface or apology, most humbly to submit it to your lordship, and to all the nobility and gentry, the inhabitants of the county of over which your lordship presides, as it may have the good fortune to obtain your united consideration.

It is, that subscription books be opened at Lloyd's, and at all other the banking houses in the united kingdom, to receive the amount of all voluntary offers of timber trees, and all such materials as are calculated to construct and fit up, with all possible expedition, gun-boats, rafts, and such other craft, as may be useful in resisting or giving a check to the enemy, in their attempts at a landing, in situations where vessels of greater magnitude, in pursuit of the enemy, would not venture to follow them.

And here the writer feels persuaded that there are thousands who will instantly stand forward to contribute to this mode of *national defence.* Not selfishly regarding the value of their forests (the honest pride, no doubt, of park and verdant lawn), while they, only at a distance, frown majestic on the daring foe; while some even of their sturdy branches, with defiant arm would now salute the wave, and willing buoy upon their sinewy nerve the hardy sons of valour, to conflict and to victory.

The principal noblemen, gentlemen, and inhabitants in each county, who may be able and disposed to promote and give effect to the measure, will immediately form and establish committees for the purpose, to give every possible aid for its accomplishment; as doubtless will all canal companies, who can convey the timber from the interior to the respective yards to be wrought up.

At the moderate computation of twelve boats, to be provided by each county, *in one month's time* (admitting timber sufficient to be now already cut down), there might be built in the above period, six hundred and seventy-two boats, without including the counties in Scotland, or in Ireland.

It is presumed, my lord, that had our assailing squadrons upon the enemy's coasts, been accompanied by such a subordinate though useful appendage (a non-descript, perhaps, in *our*, though of material service in all naval tactics, as ferrets are, in the animal creation), attended also with fire-ships, in all probability, the enemy's boats, which draw *so little water*, and which are nevertheless capable of mounting *three guns*, could in no wise have escaped our gallant tars.

Therefore, my lord, provided that each county in the United Kingdom, shall furnish merely six such-like boats, as a quota for *each month, for the ensuing six months*,—these shores, my lord,

would, *in all weathers,—in every assailable quarter,*—present to the invader such a formidable disposable floating battery, that he must ever rue the evil, fatal hour, in which he conceived the idea of approaching old Albion's cliffs.

And it is further most humbly submitted, that all males, from the age of — to — years, resident within five or ten miles of the sea coast, shall, by act of parliament, be balloted for, to serve on board such craft, as sea fencibles, for the space of four months at a time in each year, in their turn; and be forthwith embodied for that purpose, with suitable pay, clothing, and allowances.

The Board of Admiralty to direct the whole, who will, as soon as they are complete, appoint to them their respective stations and commanders, who may be selected from officers on half-pay of the naval list.

And thus many hundreds, perhaps, of valiant souls, who now sigh to think that they cannot be more actively employed, may have, ONCE AGAIN, the cheering and *grateful* opportunity, ere yet "their sand is run out," to be useful to that country they so sincerely love, and which they have ever gloried to protect; and whose ardent declaration (methinks I hear) "that they will die content," if they shall be permitted to "add still one more laurel to their country's fame."

With infinite respect,

I have the honour to be, my lord,

Your lordship's most faithful and humble servant,

REV. WILLIAM BENSON, A.M.

Chanter of Emly, Limerick, Ireland.

Stamford, July 24, 1807.

THE GIANT'S CAUSEWAY.

MR. EDITOR,

AS you have given a view of the Giant's Causeway, in a preceding volume of your work,* I take the liberty of submitting to your readers, as a farther illustration of that natural curiosity, the following extract from Sir R. C. HOARE'S *Tour in Ireland,* in 1806.

Yours, &c.

L. T. O.

---

* Vol. XVII. page 123.

" *Sunday, August* 17.—Our intended plans, and high expectations were considerably deranged, by the very unfavourable appearance of the morning. Our curiosity to see this far-famed wonder of the north was great and urgent; and the very idea of moping within our dull quarters at Coleraine, was too much for us to support: we proceeded therefore on our journey to the Causeway, which is distant from Coleraine eight long miles. No one object on this tract intervenes, either to amuse the eye, or divert the attention: they must feed by anticipation on the natural curiosities they have in view. Passing by the shell of a large church in ruins, we came to the little village of Bush Mills, situated on the river Bush, which falls over a weir near the bridge; we stopped at a cottage, not far distant from the Causeway, where we found a room for ourselves, and stabling for our horses.

" About twelve o'clock the clouds dispersed, and the heavens seemed disposed to favour our expedition. Of things so much talked of, we are too apt to form exaggerated ideas; for *omne ignotum pro magnifico est*, and I know of none, whose praises have been so much vaunted as the Lake of Killarney and the Giant's Causeway; the southern and northern wonders of Ireland. When such gigantic epithets are applied to objects, we of course expect to see nature decked in her grandest and most horrid attire; and the idea which my imagination had formed concerning the Causeway, was that of a high and extensive range of basaltic columns, stretching forth boldly into the sea like a stately pier; but from its flatness, the Causeway is totally overlooked, until pointed out by our guide; its detail, however, examined on the spot, is extremely curious. The surrounding mountains, though rather on a large scale, are not sufficiently varied to give them a beautiful appearance, or columnar enough to give them an imposing one: in short, the whole of this scenery will prove more satisfactory to the natural philosopher and mineralogist, than to the artist. ....

" The Causeway itself is generally described as a mole or quay, projecting from the base of a steep promontory, some hundred feet into the sea, and is formed of perpendicular pillars of basaltes, which stand in contact with each other, exhibiting a sort of polygon pavement, somewhat resembling the appearance of a solid honeycomb. The pillars are irregular prisms, of various denominations, from three to eight sides; but the hexagonal columns are as numerous as all the others together.

" On a minute inspection, each pillar is found to be separable

into several joints, whose articulation is neat and compact beyond expression, the convex termination of one joint always meeting a concave socket in the next; besides which, the angles of one frequently shoot over those of the other, so that they are completely locked together, and can rarely be separated without a fracture of these parts.

"The sides of each column are unequal amongst themselves, but the contiguous sides of adjoining columns are always of equal dimensions, so as to touch in all their parts.

"Though the angles be of various magnitudes, yet the sum of the contiguous angles of adjoining pillars always make up four right ones; so that there are no void spaces among the basaltes, the surface of the Causeway exhibiting to view a regular and compact pavement of polygon stones.

"The outside covering is soft, and of a brown colour, being the earthy parts of the stone, nearly deprived of its metallic principle by the action of the air and of the marine acid which it receives from the sea.

"Having spent a few hours in examining the Causeway, we visited a cavern in a little bay to the westward, and not far from the cottage where we had left our chaise. Here the artist will find a grand subject for his pencil, which I was prevented from taking, by a violent and dangerous fall in getting into the cavern. This subterraneous grotto, into which the sea roars with great violence, is certainly worth notice; its entrance has been shut up (and I have reason to think unlawfully) in order to claim from strangers an admission-fee."

MR. EDITOR,

SHOULD any of the hints in the subjoined paper, (which has never been made public) be thought deserving of notice, they are much at your service. Yours,

J. C.

Extract from Commodore BARNETT'S *Letters in the Deptford, who sailed from St. Helens, with the Medway, Preston, and Dolphin, the 1st of May, and arrived at St. Jago the 26th of May,* 1744, *and sailed from thence the 2d of June.*

1744, *Aug.* 3.—100 *leagues from the Cape of Good Hope.*—We have had a fever in this ship, chiefly among the marines, ever since we got into the rains, though we were so lucky as to get

through them without scarce any calms, but, thank God! the distemper has only carried off six, and none are now in any danger, though we have still near forty down; we had great reason to fear that the scurvy would follow; there are but few that have it, and they to no great degree, which we attribute chiefly to the giving the recovering men the tincture or elixir of vitriol twice a day, mixed with some of our prize drams and water, and allowing them a double proportion of mustard, both which are certainly admirable good things; the boiled wheat has also been of great service, infinitely preferable to burgoo; and as I judged the pint a day more than enough, and thought the making the pursers rich not so essential to the service as the making the men fat, I took upon me to order pease to be boiled on Mondays for dinner, and the quart of wheat allowed for Wednesdays, to make three dressings, so the men have it for breakfast on Mondays, as well as Wednesdays and Fridays, and that issued, each man has a full quart each day, which they eat all up with their sugar. We were in danger of a mutiny at the first serving of the water and brandy mixt, but after reading the articles of war, the order from the Lords of the Admiralty, and then calling the men by the mess-book, they took it quietly, and are all now well reconciled to it; I think it very wholesome, and, as they have sugar to mix with it, very palatable: now that the fire is gone off, it must be called a good spirit, and if it was always of a proper age before it is put on board, and no ship had more than a months' beer, I really believe the men would be more healthy than they generally are. The Medway has not any sick; the Preston very few; the Dolphin has been, and is still very sickly, and no wonder, she was manned by the scrubs and jail birds of the Sovereign, and the distemper came into this ship by some raw recruits among the marines, but we have buried only six men since we left England, and in all the other ships not one.

1744, *Aug.* 16.—*Midway between the Cape and Madagascar.*—I am more absolutely convinced of the necessity of going there: the westerly winds left us before we got 200 leagues from the Cape, in the latitude of it; we had then but seven weeks water, at two quarts a man a day, and 1,700 leagues to run before we could have any supply, which would have been an hazardous attempt, and an accident to a mast would have brought us to despair; but the state of the men is too sufficient to justify our going to Madagascar; no less than 150 in this ship have had the fever; we have lost but nine, but most of those that recovered are falling into the scurvy, some have died of it, and several are now very bad, and if I had

not pinched my own table for this fortnight to help them out, very many more must have been in a bad state; the Dolphin is still in a worse condition, having forty men so bad with the scurvy, the surgeon says that they cannot hold out ten days. The Medway's men all keep well, scarce a sick man, perhaps because they always lie dry in their beds, a comfort peculiar to that ship, and far from being the case of the others.

1744, *Sept.* 16.—*Madagascar.*—Sailed from Madagascar yesterday, where Lord Northesk joined me with his ship's company in a very bad state, after I had been in a week, which obliged me to stay eighteen days, instead of ten, as I proposed. His lordship buried fourteen men after he lost company, and brought in near 100 very bad with fluxes and scurvies, of both which they recovered on shore in a most miraculous manner; there were 200 on shore from all the ships, most of them so ill, that there was scarce any hopes of their recovery, but we only buried five of them, all the rest came off well, or in a fair way of being soon on their legs. The going to Madagascar gave me great concern, and was not absolutely with my opinion; but as I had taken that of the captains at a council of war, I was obliged to follow it, and am fully convinced that at least half the men in the squadron would have been destroyed, had we attempted to have gone forward, and instead of losing only five in two hundred, we should not have saved five out of that number. I was obliged to erect an hospital, and as the preservation of the men was the sole point in view, as that on which our all depended, no care nor expense that could contribute to it was wanting; the weakest men had fowls or veal always for broth; they had milk, salad, lemons, and all the fruits the country afforded; their appetites, distempers, and inclinations were consulted, and as they grew able to eat, they had their fill of beef or mutton, as they liked best; and thus were they happily, and indeed I may say, surprisingly, recovered beyond all expectation, and the good beef and fish served on board, has, I hope, purged off the scurvy that was coming on us like a torrent, of which four men died the day we anchored, before they could be got out of the ships, though they were not thought so ill as many that recovered; we not only got meat for our present expence, but salted a month's pork and beef for the squadron, which I hope will prove well; and could we have got more salt I should have ventured farther, though we were rather too late; but in the months of May, June, and July, I think meat may be salted there as well as in England. We could get but little rice or calavances; and there is no pork on the island but wild hogs, and those not

common, for I saw none. Nature has been bountiful to the island, and to that alone they owe all they have, for they are quite strangers to all arts or improvement, cultivate very little ground, live in miserable huts, and rather than labour, almost starve, in a land abounding in milk and honey.

1744, *Oct.* 10.—We passed the island of St. Paul's yesterday, with a stout wind, and very cold weather. The Dolphin is sickly again: we are well, and so is the Medway and Preston.

Nov. 8.—*Straits of Sunda.*—I had an odd sort of a fever for eight days, violent for a few hours, then went off in a violent sweat, which was hardly off before the fever returned, with most violent pain in my head, so that the surgeon knew not what course to take, talked often of bleeding and blistering, in an hour or two, but then the symptoms became favourable, and nothing seemed necessary for some hours, then bad again; and having taken neither food nor rest, and been at a vast expense of spirits, by monstrous sweats, I was brought very low, but the elixir of vitriol which I took four times a day all the while, at last got the better of the disorder, and to that fine medicine alone I owe my recovery, as well as many poor men in the squadron, and particularly in this ship, who were much in my case, and treated in the same manner; and I had rather leave the whole medicine chest behind, than the elixir of vitriol. I thank God, I am now very well, though not very fat; I have got my spirits again, and eat and sleep well, and, what is matter of great joy to me, we have hardly one man in this ship or the Preston that can be called sick, nor one who has the least symptom of the scurvy. The good beef at Madagascar, and the cattle for a fortnight which we brought on our decks, were of infinite service, and without that refreshment we must have been as miserable as we are now in a good state. I anchored under Prince's Island on the 6th, where we got wood, water, and some refreshments, with plenty of fish and fine fowl; and am now going to Batavia, to get arrack and the provisions we are short of: there the men will again have three weeks fresh meat to keep them in health and spirits.

I have had a great deal of care and anxiety on my head, and the not being able to come forward without touching at Madagascar, gave me great uneasiness, but I am fully convinced it was impossible, and our not having water sufficient was a happiness, for the ships would have been useless for want of men; we should have lost half, and the other half would have been useless for some months; we are now in happy circumstances, the men in better health, and the ships in as good condition as when we left Spithead.

Pocock del.   Bennet sculp.

Published 30 September, 1807,   by J. Gold, 103 Shoe Lane, Fleet Street.

Charlestown, South Carolina.

1745, *Jan.* 15.—*Straits of Banca.*—I thank God, I am in perfect health, very few sick in the ships, nor any complaints to make. The Dutch have ships and stores in abundance, but are thin of men, and besides seamen, commonly bury a hundred soldiers every month at Batavia, and scarce a ship arrives there from Holland without having buried a third of their men. Our good state of health they look on as a miracle; God grant it may continue! I will do all I can towards it, and am quite convinced, that the keeping the men out of the sun is an essential point; those that have been exposed to it in the boats have generally been sick, and some very good ones lost. The Dutch work them hard, and feed them ill: I will feed them well, and work them gently. I must, in justice to the gentlemen of the victualling office, say, our provisions of all kinds have proved exceeding good: we have had no scurvy, no complaints, nor the least shadow of a reason for them.

PLATE CCXL.

THE annexed plate, from a design by Mr. Pocock, presents a view of Sullivan's Island, with the spires of the churches in Charlestown, South Carolina, bearing about west. A merchant ship is seen hauling up for the bar, and a schooner pilot-boat coming out to meet her.

In this view, the northernmost spire of Charlestown is seen just clear of a tree, upon the southernmost end of Sullivan's Island; which is the mark to keep clear of a sand called the Rattle-snake, that stretches out to the south-east, to a considerable distance. Ships, in working up to the southward, must not shut it in over the island, nor approach the land nearer than 5½ or 5 fathoms.

Charlestown, in South Carolina, is situated in longitude 80° 2′ W. of Greenwich, and in latitude 32° 50′ N. It stands upon a neck of land, at the conflux of the rivers Ashley and Cooper, both of which are large and navigable: the Ashley river, for ships of tolerable burthen, twenty miles above the town, and for boats and canoes near forty. The navigation for ships in Cooper's river does not extend so far, but boats may advance farther. The union of these rivers below the town forms a convenient and spacious harbour, at a distance of about seven miles from the sea. This port is constantly filled with small vessels from Boston, Newport, New York, Philadelphia, and all the little intermediate harbours; bringing flour, salt meat, vegetables, hay, &c. Planks and timber also form a considerable part of the importations; and,

though all the articles here mentioned are brought from a distance of nine or twelve hundred miles, they are cheaper, and of a better quality, than those of the surrounding country.

The site of the town is flat and low. The space of ground which it occupies is about a mile. It is built with great regularity; but about seven-tenths of the houses are of wood; the remainder of brick. Charlestown was fortified before the American war. It has an exchange, a town-house, an armoury, and several places of worship, for the different religious sectaries of which its inhabitants are composed.—The town was incorporated in the year 1783, and divided into thirteen wards, with as many wardens, one of whom officiates as intendant. By these wardens and the intendant the town is governed.

In the year 1787, the number of houses in Charlestown was estimated at 1,600, containing 9,600 white inhabitants, and 5,400 slaves. In 1791, the number of inhabitants was 16,359, of whom 7,684 were slaves: and, in 1803, when the last census was taken, the population, including strangers, amounted to 10,690 whites, and 9,050 slaves.

From the middle of the principal street of Charlestown, both the rivers on which it stands might be perceived, were not the view obstructed by a public building on the banks of the Cooper. That part of the town which is situated on the Ashley river is the most populous and commercial. The quays, which are constructed of the trunks of the cabbage palm-tree, fixed together and arranged in squares one above the other, project to a considerable distance into the river, to facilitate the lading of merchant ships. Experience has proved, that the timber of the cabbage palm-tree, though of a very spongy nature, remains under water a great number of years without going to decay; for which reason it is preferred, for such purposes, to every species of tree in the country.

The water of Charlestown, which is supplied to the inhabitants by pumps, at certain distances, is extremely brackish, and unpleasant; but the adjacent country is agreeable and fruitful. In winter, the markets are supplied with sea-fish, alive, which are brought from the northern parts of the United States, in vessels so constructed, that the sea water is continually renewed in them. The ships which are employed in this commerce return laden with rice and cottons, the greater part of which is re-exported to Europe, the freight being always cheaper in the northern than in the southern states. The wool and cotton which remain in the north are more than sufficient for the supply of the manufactories,

which are but few in number; and the surplus is distributed in the country parts, where the women convert it into coarse articles for family use. At Charlestown, wood costs from four-and-thirty to two-and-forty shillings per cord; notwithstanding vast forests, of unknown extent, commence at six miles, and in some parts at a less distance, from the town; the produce of which might be easily conveyed by the two rivers. The dearness, it appears, arises from the scarcity of hands to cut it; and, *from motives of economy*, many of the inhabitants burn coals brought from England!

The streets of Charlestown are wide, but not paved; and, from the nature of the soil, which is a loose sand, the inhabitants are much annoyed by dust, the number of carriages being proportionably much greater than in any other town in America. There are brick foot-paths before the houses; from which, when the passenger steps, his feet sink into the sand.

The chief accommodations for strangers, in Charlestown, are the boarding-houses; where, however, they charge as high as twenty dollars per week; an expense exorbitantly great, compared with the prices of the articles furnished; beef, for instance, seldom costing more than at the rate of six pence per pound.

Sullivan's Island is situated about seven miles below Charlestown: its dry and barren soil is almost void of vegetation; but, as it is exposed to the sea breezes, its air is fresh and agreeable. Since the yellow fever has been so prevalent in America, many of the inhabitants of Charlestown, whenever it makes its appearance there, take shelter upon Sullivan's Island; where they mostly reside from the beginning of July till the commencement of frost, which generally happens about the middle of November. July, August, September, and October, are considered as the most dangerous months. It has been remarked, that strangers newly arrived from Europe, or from the more northern parts of America, who immediately land upon Sullivan's Island, are not in general subject to be attacked by the yellow fever.*

---

* For an account of Sir Peter Parker's disastrous attack upon Sullivan's Island, in the year 1776, see the biographical memoir of that officer, NAVAL CHRONICLE, Vol. XII. page 173, *et seq.* See also the biographical memoir of Rear-Admiral Murray, in the present volume, page 178.—Charlestown was besieged by a British army, from the latter end of March, to the 13th of May, 1780, when it surrendered, with 6,000 troops as prisoners.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 59.]

No. XIX.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.
FALCONER.

MR. EDITOR, *August 27, 1807.*

THE following being a *correct* copy of the St. Helena Gazette, containing the account of the loss of the Ganges, East Indiaman, I shall feel obliged if you will insert it in your NAVAL CHRONICLE. Your obliged, &c.

A CONSTANT READER.

(*Copy of the St. Helena Gazette, Saturday, 20th June, 1807.*)

LOSS OF THE HON. COMPANY'S SHIP GANGES.

To the Worshipful ROBERT PATTON, *Governor, &c. &c. &c.*

SIR,

I PERFORM a painful duty in acquainting you with the total loss of the Hon. Company's ship Ganges, lately under my command, on Friday, the 29th ult. off the Cape of Good Hope, in latitude 38° 22′ S. and longitude 19° 50′ E. of Greenwich; the particulars of which are faithfully and correctly stated in an extract from her log-book, which I have the honour to enclose herewith.

The ship had been in a leaky state for some time previous to this melancholy event; indeed so much so, as to render it indispensably necessary that she should proceed under easy sail, and that the most prudent and cautious measures should be adopted by my officers and self in the conduct of her.

On the 21st ult. it was my misfortune to separate in a gale of wind from his Majesty's ship Concord, and the Hon. Company's ships, viz. Bengal, Lady Jane Dundas, Asia, Walthamstow, and Alexander; and next morning the Hon. Company's ship St. Vincent only being in sight, I placed myself under the orders of Captain Jones, who, with the most watchful and unceasing care, continued to keep as near the Ganges as circumstances would admit, from that time till the day on which she foundered.

You will participate in the satisfaction I feel in being able to acquaint you, that not a single life has been lost in this ill-fated

ship, though not less than 209 persons were on board but a few hours before she sunk; and that from the state of the weather it will be easy for you to imagine with what peculiar circumstances of difficulty and danger her boats were hoisted out, and so *miraculous* as well as so *general* a preservation effected.

To Captain Jones, of the St. Vincent, who, under Providence, has been the happy instrument of our deliverance, his own feelings must have proved at the time, and will ever prove through life to him, sources of higher satisfaction than any praise of mine can bestow, but I should ill discharge these duties which my present situation calls upon me to fulfil, if I did not express to you in this public manner, the strong and grateful sense which is entertained by my passengers, officers, and self, of his humane and generous conduct, both previous to, and on the occasion of the loss of the Ganges, as also of his liberal hospitable attentions to us on board the St. Vincent, subsequent to that misfortune.

I have the honour to enclose a correct list of all who were on board the Ganges when it took place. The meritorious services of my passengers, nobly and handsomely offered in a very trying and perilous situation, and entered into as they were immediately on being accepted, in a manner that was equally pleasing to me, and honourable to themselves, I most gratefully acknowledge, and never shall forget. Of my officers, I cannot perhaps speak in terms more adequate to their deserts, or more satisfactory to themselves, than by saying they discharged their several duties in the most exemplary manner; and with respect to the ship's company, among whom may be classed a number of men of his Majesty's 77th regiment, working their passage home in her, I feel most happy in testifying, that they united all the good qualities of British seamen and British soldiers, when placed together in scenes of danger and distress, till they could no longer be of service to the cause in which they were engaged.

I shall do myself the honour of waiting upon you as soon as I come on shore, and mean time beg leave to refer you to my second officer, who is the bearer of this letter, for any farther information which you may require on this distressing subject.

I have the honour to be, Sir,
Your most obedient humble servant,
(Signed) T. HARINGTON.

Hon. Company's ship Earl St. Vincent,
16th June, 1807.

Extract from the log-book of the ship Ganges.

Friday, May 29, 1807.

" Light airs and cloudy in P. M. A. M. a light breeze and fair, the swell much gone down, but the ship still rolling dreadfully, and rendering it dangerous for the boats to take persons on board, whether astern or alongside. At ¼ past noon the St. Vincent being still nearly four miles from us, there being seven feet water in the well, the stern post being now four inches off the dead wood, and the ship ungovernable by the helm, got the launch at all risks alongside, having in vain attempted to put the ladies on board of her out of the stern gallery, though the railing was cut away for the purpose. At ¾ past noon she left us with all the passengers, except a Mr. Rolliston, of the Bombay civil establishment, who insisted in a manner the most friendly to me, and the most honourable to himself, in remaining on board until my officers and self quitted the ship. At one P.M. the yawl left us with the sick people, and some others of the ship's company and soldiers of his Majesty's 77th regiment still working at the pumps with unabated vigour and good will. At three P.M. 8 feet water in the well, and the ship settling fast. At ½ past four, 9 feet water in the well, and seeing the launch on her return, called the people up from the pumps. Down both cutters, and sent them off as full as prudence would permit, with orders not to return. At five the launch, yawl, and one of the St. Vincent's boats came alongside, and by ½ past five, had all left the ship again full of people, the third and fifth officers in charge of the launch and yawl. Immediately after the boat had quitted us, mustered the people, and there being 49 men still on board, (Mr. Rolliston, the chief, fourth and sixth officers, and myself included) again set the pumps to work, as the night was closing in fast, and the St. Vincent still at some distance from us. At six P.M. in company with the chief officer, gunner, and carpenter, visited the gun-room for the last time, found the head of the stern-post had forsaken the transom full six inches, the gunboard seam of the counter two inches open, for six or seven feet down at least, the wood ends five inches off the stern-post, and all the counter timber gone at the heels. At ½ past eight, P.M. the St. Vincent's boat and the yawl once more came alongside, and then (and not till then) were the pumps finally quitted by my orders. Filled the two boats, and despatched them, to return no more; five minutes afterwards the launch came up to us, and at ¾ past eight, accompanied by Mr. Rolliston, the chief, fourth and sixth officers, and all that remained of the ship's

company, I quitted the unfortunate Ganges, with three cheers from us all, and twenty minutes after boarded the St. Vincent in safety, where we were received by Captain Jones with all that feeling and humanity which has distinguished his conduct since our separation from the fleet. And here, before the journal of this eventful voyage is finally closed, I conceive it to be my duty to state, that on leaving the ship, she had ten feet water in the well, and that she had settled half way up her bends, that she was wholly ungovernable by the helm, and that the poop, quarter deck, and upper works generally were in motion, and that as no *human means* were left untried, so were no *human* powers equal to save her from destruction.

At day-light the St. Vincent, from what causes must appear in her log-book, having made but little progress in the night, saw the ship about five miles off, with her masts, yards, and sails in the same situation as the preceding evening. At seven A.M. Captain Jones, in compliance with my request, bore up towards her, and at nine, accompanied by Mr. Rolliston, the chief, and fourth officer, and a full complement of men for the boat, I pulled towards her in the launch, with the hope of saving some part (however small) of the property on board.

As we approached the ship, observed the water running out of the scuttles on the gun-deck, and that the forecastle was at times completely buried in the waves. Under such circumstances, the ship being evidently in a sinking state, we conceived it most prudent to relinquish our object, and therefore immediately returned to the St. Vincent, at that time not more than a quarter of a mile distant. About four minutes before noon got alongside of her again, and fortunate it was that we did so, for scarcely had the launch been secured in that situation, before the Ganges with three close reefed topsails set upon her, fore and main-yard square, cross-jack-yard braced up, and mizen-stay-sail sheet aft, fore-sail in the brails, and helm lashed alee, in a most extraordinary manner, paid off before the wind, and in the lapse of one minute sunk, entirely going down head foremost, with all her masts standing, except the main-top-mast, which on the main-yard touching the water, broke off at the cap and fell forwards, and leaving on the minds of upwards of four hundred persons, who were witnesses to this most awful scene, an impression which the *feeling heart* may perhaps conceive, but which never can, I think, by the *ablest pen*, be with *justice described*.

Lat. 38° 22′ S. where the journal of this ill-fated ship closes for ever. (Signed) T. HARINGTON.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

THE MARINER.

(INCLUDING POETICAL SKETCHES OF VARIOUS PARTS OF THE WORLD.)

By an Officer in the Navy.

(Now first published.)

[Continued from page 148.]

"PER VARIOS CASUS, PER TOT DISCRIMINA RERUM,
TENDIMUS." VIRG.

AND now once more we spread the bellying sail,
Obsequious to the light perennial gale;
Through equatorial seas we wing our way,
Where fiercely beams the potent lamp of day!
We cross the line—distressing calms ensue,
With nought but seas and burning skies in view!
Ten days beneath a vertic sun we lie,
The next, at eve, strange meteors we descry
Portentous!—gleaming through the eastern sky.
Black from the waves a frowning cloud arose,
And o'er the scene a sable mantle throws:—
Th' experienc'd chief the threat'ning omen knew,
And straight aloft despatched a chosen crew.
"*In royals and top-gallant-sails!—stand by*
Your topsail sheets!—the halliards quick let fly?"
Scarce had he spoke—when loud the whirlwind roars,
The lightning flashes, and the torrent pours!
Hurl'd o'er the side the crashing topmasts fall,
And loud for help, twelve gallant sailors call;
All pow'r to help the angry fates deny,
And far astern we see our comrades lie!
A while th' unequal conflict they maintain,
Then sink for ever in the roaring main!—
Soon to a gentle breeze the squall subsides,
And slowly o'er the waves the vessel glides;
The fractur'd masts and rigging we repair,
Replace each yard and sail with anxious care;

But warn'd by dire example, now no more
Th' auxiliar sails on lofty pinions soar;
With tott'ring masts array'd in humble plumes,
The shatter'd bark her former course resumes.
Thrice was the silver empress of the night
Array'd in splendour by the source of light;
And thrice immers'd in earth's protracted shade,
No ray of light her darken'd orb display'd;
Ere yet a friendly port appear'd in view,
To cheer our harass'd and desponding crew!
For while with fruitless sorrow we deplore,
Our comrades wand'ring on the Stygian shore,
Unceasing cares our leaky bark demands,
And pale diseases waste our drooping bands!
With toil oppress'd—their strength and spirits fail,
And o'er the crew despair and death prevail!—

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

AN expedition more adequate to its object has seldom been equipped, than that which has just effected the reduction of Copenhagen, and the capture of the Danish fleet. By this grand *coup de main* of the British government—a stroke by which Buonaparte has been completely outwitted—we have wrested from the grasp of the enemy eighteen Danish ships of the line, mounting from 64 to 96 guns each; three ships of the line, upon the stocks; fifteen fine frigates; six brigs; twenty-five gun-boats; and an immense quantity of naval stores and ammunition.*

We confess ourselves to be amongst those who regard the *necessity* of the case as a sufficient apology for our conduct. Britain has acted on that first principle of our nature—*self-preservation.* The question was simply this: Whether Buonaparte should be permitted to seize upon the Danish fleet, and to employ it in hostile purposes against England (as we have been assured, from unquestionable authority, was his intention)? or whether, by securing that fleet ourselves, we should deprive him of the means of annoying us, and insure our own safety?—His Majesty's ministers wisely preferred the latter. Yet we intended no injury to the Danes. Disclaiming all idea of *capture*, we solicited only a *deposit.* The proposal was even merciful to the Danes; as, had they acceded to it, their fleet and naval stores would have eluded the rapacious grasp of Buonaparte, and have been safely restored to them at the conclusion of

* For the official account of this important capture see page 228.

a general peace. Whether, under the circumstances by which they have now fallen into our possession, this will be the case, must, we conceive, depend upon future contingencies.

Government, we are assured, had received the most positive intelligence, that Buonaparte had formed a plan for occupying Zealand, and that, having possessed himself of the Danish navy, it was his intention immediately to invade Ireland. In this intention he is happily frustrated. We fear, too, that, viewing our maritime ascendancy with a jealous eye, the Danes would rather have facilitated than thwarted his views. We have a right to infer this, from their former conduct at the period of the Northern Confederacy; and from the uncommon abundance of stores which were found in their arsenals—stores which could not have been amassed but from hostile aims. There was something determined, also, in their opposition. They extinguished the lights of Anholt, Skagen, Fakkeberg, and Langeland; and it has been said, that the Crown Prince gave orders for the burning of the fleet, rather than that it should be suffered to fall into the hands of the English. It has been reported also—and we believe it was accredited at the Admiralty—that, when we took possession of the Danish ships, holes were discovered to have been cut in all their bottoms; the object of which must have been, that they should sink on their passage to this country. Another statement, however, insists, that the holes, instead of being artfully concealed, were plainly perceptible; and that the intention of the Danes was, instead of burning their ships, to sink them in the harbour. Time will discover which of these two accounts is the more correct.

Deeply do we regret the effusion of innocent blood. The Danes, it is said, have sustained a loss of from five to six thousand in killed and wounded; the steeple of the great church, in Copenhagen, fell in with a tremendous crash; eighteen hundred houses were destroyed; and the conflagration of the town was terrific almost beyond description. In the absence of all accounts which can be depended on, as to the injury incurred by the Danes, we present the following from a foreign paper:—"Besides the principal church, several streets in the northern quarter of the town are mostly in ashes; there is scarcely a house that is not damaged. According to report, the bombs, grenades, and rockets thrown into the town, exclusive of the cannon shot, exceeded 2,000 in number. Fifteen hundred burghers and inhabitants have lost their lives; and four hundred wounded persons, of both sexes, have been carried to Frederick's Hospital. Notwithstanding this dreadful devastation, the courage and valour of the garrison, supported by their burghers, can scarcely be described. The King's life guard, mostly composed of students, under Count Hauch, distinguished themselves to such a degree, that the English called them 'The Corps of Officers.' Their loss consists of sixty killed and wounded. The artillery, and the officers of every description, have done all that could be expected of brave men.—The commandant, Major-General Peyman, was wounded by a musket-ball, in the attack upon the Classen Garden. Several officers are dead of their wounds."—Our loss has been but slight; though Sir David Baird had a very narrow escape.

Nothing, however, can prove the moderation of the English character more decidedly than the conduct which has been pursued by our commanders at Copenhagen. From the first moment of our landing, the most efficient measures were adopted for preventing the oppression or injury of individuals; and, no sooner had our object, in acquiring possession of the fleet and arsenals, been accomplished, than affairs were suffered, as much as possible, to revert to their former channels. Were not comparisons odious, we would exultingly exclaim:—Look at the conduct of the British, in the conquest of Copenhagen, and at that of the French, in the subjugated territories of the continent!

Vice-Admiral Stanhope and Sir Home Popham,* we understand, are the superintending officers to whom the equipment of the Danish fleet for sea has been entrusted. By their exertions, it was expected, when the last despatches left Copenhagen, that the ships and stores would be ready to proceed for England about the 22d or 23d of September.

Immediately after the intelligence of the capture had arrived, directions were sent to Chatham and Sheerness, for receiving the Danish fleet at those places; the Trinity Houses, at London, Hull, and Leith were ordered to furnish a certain number of masters and pilots, well acquainted with the navigation of the North Seas, to pilot them to England; and a proclamation was issued by government, offering an allowance of 2*l.* 10*s.* and able seaman's pay, to the crews of the Greenlandmen lately arrived, and to other sailors employed in the British fisheries, &c. to induce them to proceed to Copenhagen, and to assist in navigating the ships to this country. From the advantages holden out to them—such as having a protection from the impress, and the assurance of being sent back, on their return, free of expence, to the respective ports where they might have entered—upwards of 2,000 have already volunteered in the river, and at the eastern ports; and it is conjectured, that many more will be collected for this purpose.

From the circumstance of Admiral Gambier not having been able to spare a sufficient number of men from the fleet, to navigate the Danish ships across the water, it has been inferred, that the expedition has yet an ulterior object. Probably the Russian fleet, at Cronstadt.

Our countrymen will, of course, be pleased to learn, that the commanding officers at Copenhagen are to be invested with honorary rewards. Admiral Gambier is to be raised to the dignity of a Baron; Vice-Admiral Stanhope and Sir Home Popham are to be created Baronets; and Lord Cathcart, the military commander in chief, is to be advanced from the rank of a Scotch Baron to that of an English Viscount. Captain Collier, of his Majesty's ship Surveillante, who brought over Admiral Gambier's despatches, announcing the surrender of Copenhagen, has received the honour of knighthood; and Lieutenant Cathcart, the son of Lord Cathcart, who brought home the military

* For the biographical memoirs of Admiral Stanhope and Sir Home Popham, see pages 89 and 265 of the 15th and 16th volumes of the NAVAL CHRONICLE, with their portraits prefixed.

despatches relative to the same event, has been promoted to the command of a company.

Under the present aspect of affairs, the capture of Heligoland will prove of great advantage to this country. As its captor, Admiral Russell, observes, "with a small expence this island may be made a *little Gibraltar*, and a safe haven for small craft, even in the winter; it is a key to the rivers Ems, Weser, Jade, Elbe, and Eyder, the *only* asylum at present for our cruisers in those seas." *

Serious apprehensions are entertained of a war with Russia. Since the Emperor Alexander put his hand to the disgraceful peace of Tilsit, he has appeared to be in a mood to concede every thing to France. Already has he surrendered the passes of Cattaro, and the republic of the Seven Islands, to Buonaparte; and, should that marauder take possession of Trieste and Fiume, he will have the complete command of the Adriatic.

According to recent advices from St. Petersburgh, batteries for red-hot shot were preparing at Revel and at Cronstadt. A letter from Stockholm also mentions, that the Russian ambassador had delivered a note to the Swedish government, declaring, that if assistance were rendered to the British fleet, or if any part of it were admitted into the ports of Sweden, it would be considered as a declaration of war, and a Russian army would be marched into Finland. This statement is corroborated by the fact, that the King of Sweden, after having been compelled to evacuate Stralsund, and to retire to Rugen, has left the command of his troops in that island to Baron Toll, proceeded to Carlscrona, and there *ordered the whole Swedish fleet to be equipped for service*: a measure which, we conceive, he would not have thought it necessary to adopt, but for the threats of Russia. In contemplating these circumstances, it is impossible not to suppose, that a naval confederacy had been planned, and was making rapid advances to maturity. The vigour and promptitude of our government have at least checked its progress.

An event which may perhaps heighten the naval confidence of Russia has recently occurred. Three successive attempts of the Turkish admiral upon the island of Tenedos were frustrated; and, in a general engagement with the Russian fleet, on the 1st of July, he sustained a complete and signal defeat. The slaughter was immense. The famous Bekir Pacha, six captains, and twelve Tschiaoux, were killed; the grand admiral himself narrowly escaping, in his dismasted three-decker, to the canal of Constantinople.—At the latter end of June, a Russian squadron also appeared before Sinope and Trebisond, in the Black Sea.

Lord Collingwood, we understand, arrived off Tenedos, with seven sail of the line, about the latter end of August; a circumstance which excited much alarm in Constantinople. Sir Arthur Paget, who is with his lordship, is reported to have demanded, that Egypt should be put under the protection of Britain, till the conclusion of a general peace.

---

* *Vide* Admiral Russel's *Gazette Letter*, announcing the capture of Heligoland.—For a minute circumstantial account of this island, *vide* NAVAL CHRONICLE, Vol. IV. page 377.

Buonaparte maintains all his accustomed inveteracy against this country—an inveteracy which is not likely to be mollified by our late proceedings at Copenhagen. From Leghorn, we learn, that the regulations for preventing any communication with England are to be carried into execution with increased rigour and activity in all the territories of the allies of France. On the 29th of August, the French General Miolis entered the town of Leghorn at the head of 4,000 men. These troops immediately took possession of the harbour and the forts, and a proclamation was issued, ordering the discovery of all English goods within the period of twenty-four hours. Meanwhile an embargo was laid on all the shipping in the port.—Similar regulations are likewise enforced with peculiar rigour in Holland. A ship laden with coffee and sugar, which was supposed to have come from this country, was seized on the 18th of September, at Catwyck, and the captain thrown into prison.—It is said, that no less than forty ships, with their cargoes, all ensured at Lloyd's, have in this manner been confiscated. A considerable number of French troops, both infantry and cavalry, lines the coast of Holland, for the purpose of cutting off all intercourse with this country. The Dutch merchants are in a state of the greatest alarm.

As a part of his plan of operations against England, Buonaparte is said to have made a demand upon Portugal, for ten sail of the line, with a proportionate number of smaller ships; in consequence of which the Portuguese government has given orders for the equipment of the following vessels:—*Ships of the line*—Alfonzo d'Albuquerque, Meduza, Conde Don Henrique.—*Cherreus*—S. Godo Magno Principe, (going to Bania) Princeza Real.—*Frigates*—Minerva Princeza, Carlotta.—*Brigs*—Gavio (under orders) Condeca de Refeada, ditto.

Another expedition has been fitted out by the British government, at Cork, and has probably sailed. It has about 8,000 troops on board, under the command of General Beresford. It has been conjectured, that the object of this armament is, to obtain possession of the Portuguese shipping, until the period of peace. Nothing, however, is known upon the subject.

It is expected that government will shortly declare all the French West India Islands in a state of blockade.

It is believed that the negociations between the British and American ministers are drawing towards a close; the result of which it is supposed will be of an amicable nature. Mr. Monroe, the American ambassador, aspiring to the presidentship of the United States, has taken his passage for New York, leaving Mr. Pinckney in England to manage the diplomatic relations between the respective governments.

The most distressing intelligence which has for a long time reached England, is that of our failure in the attempt upon Buenos Ayres, and our consequent evacuation of Monte Video, and the whole of Spanish South America. Nothing is known respecting the business, beyond what the gazette furnishes; but it is generally understood, that the military commanders in that unfortunate and disgraceful affair will be brought to a court martial.

The zeal and activity of the present Admiralty and Navy Boards are truly great. The influence of their spirited conduct is evident wherever it can operate, particularly in all the merchants and the king's dock-yards in the river. Ten sail of the line are ordered to be built in the former, in addition to several now on the stocks, while, from the latter, within these few weeks, the following have been launched, equipped, and are now lying at North Fleet ready for sea, viz. the Elizabeth, of 74 guns, Hon. Captain Curzon; the York, of 74, Captain Barton; the Marlborough, of 74, Captain G. Moore; and the Cumberland of 74, Captain ———. The Bombay, of 74 guns, from Deptford; the Invincible of 74, and Undaunted, of 40 guns, from Woolwich, will be launched on the 15th and 16th of October. Two frigates of 40 guns each, that have undergone a thorough repair, are also to be undocked, and immediately equipped. The utmost care and diligence appear to be exerted in the king's yards at Woolwich and Deptford, to prevent the admission of improper persons: boards are stuck up at various parts of these yards, signed by Commissioner Cunningham, intimating that no persons but those upon business are allowed to land or enter therein; measures, we presume, adopted in consequence of the late fire at Chatham.

The following ships, of 74 guns each, are some of those which are to be built as soon as possible in the merchants' dock-yards, in the rivers Thames and Medway, viz. Indus, Edinburgh, Mulgrave, Stirling Castle, Ajax, Egmont, Rodney, and Asia.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, AUGUST 29, 1807.

Copy of a Letter to the Secretary of the Admiralty, dated the 21st Aug. 1807.

SIR,

I ENCLOSE herewith, for their lordships' information, a copy of a letter which I have just received from Captain Malcolm, of the Narcissus, giving an account of the capture by that ship of the Cantela schooner, belonging to the Spanish navy, bound from Rivadeo to South America with despatches, which, it appears, were thrown overboard during the chase.

The prize has passed through the squadron for England; and the letter from Captain Malcolm was conveyed to me by the Rose sloop, which I sent to examine her. I have the honour to be, &c.

GARDNER.

His Majesty's Ship Narcissus, at Sea,
19th August, 1807.

MY LORD,

I have the honour to inform your lordship, that yesterday, after ten hours' chase, in lat. 45° 30′ N. long. 10° 20′ W. I captured the Spanish man of war schooner Cantela, pierced for twelve guns, but only carrying six, and twenty-nine men, commanded by Don Joseph de Toledo, a lieutenant in the Spanish navy. She was charged with despatches for South America, which, with her guns and a boat, she threw overboard during the chase. She sailed from Rivadeo on the 16th inst. and was bound to the nearest port she could get to. She is a fine copper-bottomed vessel, perfectly new, being her first voyage, and sails well; is well found, and appears calculated for his Majesty's service. I have the honour to be, &c.

CHARLES MALCOLM.

To the Right Hon. Admiral Lord Gardner, &c.

Copy of a Letter to the Secretary of the Admiralty, dated the 28th instant.

SIR,

I have the honour to transmit, for their lordships' information, a copy of a letter which I have received from Commodore Owen, giving an account of the capture of a French coasting sloop, under circumstances which, I have no doubt, their lordships will consider highly creditable to the officers and men who were employed in the Clyde's boats.

I have the honour to be, &c.

B. S. ROWLEY.

SIR, *Clyde, off Fecamp, August 25, 1807.*

I this morning observed a coasting sloop passing along the enemy's shore from the westward with a very light breeze, and ordered Lieutenant Strong with the boats of this sloop to intercept her between Ypont and Fecamp.

She ran on shore near the former place, the battery of which opened a fire on the boats in approaching; she was, besides, defended by two parties of men with musketry, one stationed on the beach, the other on the cliffs, as well as by a field piece and mortar.

The fire of musketry was silenced, and the men dispersed, by a few steady vollies from our boats; and though these were struck in several places, the sloop was towed off without a man on our side being hurt, notwithstanding the tide forced them to cross with her the fire of the batteries of Fecamp at point-blank distance.

She is named les Trois Sœurs, of Caen, laden with plaster of Paris, and bound, I believe, to Boulogne; but no papers were found on board her.

I cannot praise too highly the conduct of Lieutenant Strong in this little affair; and I learn from him with the greatest satisfaction, that every commendation is deserved by the other officers and men employed.

I have the honour to be, &c.

Vice-Admiral Rowley, &c. E. W. C. R. OWEN.

Admiralty Office, August 29, 1807.

The Honourable Rear-Admiral Sir Alexander Cochrane, commander in chief at the Leeward Islands, has transmitted to this office two letters which he had received from Lieutenant Stewart, acting commander of his Majesty's sloop Port d'Espagne, and Lieutenant Evelyn, commanding the Eclair schooner.

The former giving an account of the capture of a Spanish privateer, the Mercede, carrying two guns and two swivels, with thirty men, in the Gulf of Paria, on the 6th of June last, by Lieutenant Hall, of the above sloop, with twenty-five men, in a schooner disguised as a neutral. Lieutenant Hall, in a very cool and brave manner, laid the privateer on board after exchanging musketry, and receiving the fire from her guns; and his conduct, as also that of Mr. Sutherland, midshipman, and the seamen and marines employed on the occasion, is highly recommended to notice by Lieutenant Stewart. Two men were wounded on the side of the captors. The privateer had three killed, one drowned, and three wounded.

The latter, stating the capture, on the 9th of the same month, off Point Cedar, of a Spanish armed row-boat, manned with ten men, by the cutter of the Eclair, commanded by Mr. Davidson, midshipman, with six men; the crew of the row-boat making their escape on shore after an hour's heavy firing.

The Rear-Admiral also states, that another row-boat privateer had been captured in the Gulf of Paria by the Attentive gun-vessel.

SEPTEMBER 1, 1807.

Extract of a Letter to the Secretary of the Admiralty, dated Aug. 30, 1807.

SIR,

Enclosed is a letter which I have just received from Captain Bradley,

giving an account of the capture made yesterday, and alluded to in my letter to you of that date.

MY LORD, *Plantagenet, August 29, 1807.*

In obedience to your lordship's signal, at fifteen minutes P.M. I chased, and have the pleasure to inform you, that at half-past two P.M. captured l'Incomparable French privateer, mounting two carriage guns, and armed with musketry, twenty-seven men, commanded by Gilot Geffroy; sailed from St. Maloes yesterday morning; had not captured any thing.

I have the honour to be, &c.

Admiral Lord Gardner, &c. WILLIAM BRADLEY.

DOWNING-STREET, SEPTEMBER 4.

Prince of Wales, in the Sound, off Wibeck,
MY LORD, *August 16, 1807.*

I have the honour to inform your lordship, that Lieutenant-General Lord Cathcart joined me, off Elsineur, on the 12th instant. Every disposition being made for the disembarkation of the army, this service was intended to be carried into execution on the morning of the 14th, but the wind not allowing the transports to move towards Copenhagen, it was not till last evening that I arrived off Wibeck, a village situated about midway between Elsineur and Copenhagen, and at this place the army was disembarked this morning without the smallest opposition.

I have the honour to transmit herewith a copy of the proclamation which Lieutenant-General Lord Cathcart and myself have determined to issue on this occasion. I have the honour to be, &c.

Viscount Castlereagh, &c. J. GAMBIER.

By the commanders in chief of his Majesty's forces by sea and by land.

Whereas the present treaties of peace, and the changes of government and of territory acceded to, and by so many foreign powers, have so far increased the influence of France on the continent of Europe, as to render it impossible for Denmark, though it desires to be neutral, to preserve its neutrality, and absolutely necessary for those who continue to resist the French aggression, to take measures to prevent the arms of a neutral power from being turned against them.

In this view the King cannot regard the present position of Denmark with indifference, and his Majesty has sent negociators with ample powers to his Danish Majesty, to request in the most amicable manner such explanations as the times require, and a concurrence in such measures as can alone give security against the further mischiefs which the French meditate through the acquisition of the Danish navy.

The King our royal and most gracious master has therefore judged it expedient to desire the temporary deposit of the Danish ships of the line in one of his Majesty's ports.

This deposit seems to be so just, and so indispensably necessary under the relative circumstances of the neutral and belligerent powers, that his Majesty has further deemed it a duty to himself and to his people, to support his demand by a powerful fleet, and by an army amply supplied with every preparation necessary for the most determined and active enterprize.

We come, therefore, to your shores, inhabitants of Zealand, not as enemies, but in self-defence, to prevent those who have so long disturbed the peace of Europe from compelling the force of your navy to be turned against us.

We ask deposit, we have not looked to capture; so far from it, the most solemn pledge has been offered to your government, and is hereby renewed,

in the name, and at the express command, of the King our master that if our demand is amicably acceded to, every ship belonging to Denmark shall, at the conclusion of a general peace, be restored to her in the same condition and state of equipment as when received under the protection of the British flag.

It is in the power of your government by a word to sheath our swords, most reluctantly drawn against you; but if, on the other hand, the machinations of France render you deaf to the voice of reason, and to the call of friendship, the innocent blood that will be spilt, and the horrors of a besieged and bombarded capital, must fall on your own heads, and on those of your cruel advisers.

His Majesty's seamen and soldiers when on shore will treat Zealand, as long as your conduct to them permits it, on the footing of a province of the most friendly power in alliance with great Britain, whose territory has the misfortune to be the theatre of war.

The persons of all those who remain at home, and who do not take a hostile part, will be held sacred.

Property will be respected and preserved, and the most severe discipline will be enforced.

Every article of supply furnished or brought to market will be paid for at a fair and settled price; but as immediate and constant supplies, especially of provisions, forage, fuel, and transports, are necessary to all armies, it is well known that requisitions are unavoidable, and must be enforced.

Much convenience must arise to the inhabitants, and much confusion and loss to them will be prevented, if persons in authority are found in the several districts to whom requisitions may be addressed, and through whom claims for payment may be settled and liquidated.

If such persons are appointed, and discharge their duty without meddling in matters which do not concern them, they shall be respected, and all requisitions shall be addressed to them through the proper channels and departments of the navy and army; but as forbearance on the part of the inhabitants is essential to the principal of these arrangements, it is necessary that all manner of civil persons should remain at their respective habitations; and any peasants or other persons found in arms, singly or in small troops, or who may be guilty of any act of violence, must expect to be treated with rigour.

The government of his Danish Majesty having hitherto refused to treat this matter in an amicable way, part of the army has been disembarked, and the whole force has assumed a warlike attitude; but it is as yet not too late for the voice of reason and moderation to be heard.

Given in the Sound, under our hands and seals this 16th day of August, 1807. (Signed) JAMES GAMBIER.
CATHCART.

Extract of a Letter from Lieutenant-General Lord Cathcart to Lord Castlereagh, dated Head Quarters at Hellerup, before Copenhagen, August 22, 1807.

I have enclosed a journal of the operations of the army from the 14th, in the morning, together with a return of the casualties which have occurred, except those of the cavalry, which are not considerable, but have not been transmitted.

Head Quarters, Hellerup, before Copenhagen,
22d August, 1807.

Journal of the Army under the command of Lieutenant-General Lord Cathcart, from the morning of the 14th August, 1807.

August 14th.—The fleet between Elsineur and Helsingberg—calms and

contrary winds—transports assembled by brigades, each under the charge of one of his Majesty's ships.

15th.—The fleet worked up to Vedbeck, the reserve anchored nearest the shore, covered by the Surveillante, and by several gun-brigs and bombs. Major-General Spencer's brigade under convoy of Admiral Essington, with a division of the fleet, anchored higher up the Sound to make a diversion.

Coast reconnoitered, and disposition made for landing.

16th.—The reserve landed at five in the morning, with the ordnance of a light brigade, and occupied the heights. The remainder of the infantry followed, with the ordnance of another light brigade. A squadron of the 1st light dragoons, horses for the two brigades of artillery, and for the staff, were also disembarked. A flag of truce was received from Major-General Peyman, commander in chief in Copenhagen, requesting passports for their Highnesses the two Princesses of Denmark, nieces to his Danish Majesty, to go from Copenhagen to Colding, which were granted.

In the evening, the army marched by their left in three columns by Nerun to Lyngbyl; the centre by Hermitage and Fortuna to Jagersborg, the left by the coast to Charlottenberg, and lay upon their arms.

17th.—At day-break the army marched by their right in three columns to invest the town. The left column established a post at Bagerne's Mill, and extended from Freborg to Emdrup. That from Jagersborg by Gladsacks and Vanloes to Fredericksberg, extending to the sea on the right, and towards Falconergard on their left. The reserve from Lyngbyl marched by Bangede and Emdrup, and occupied the space between the two other divisions. Two brigades of the King's German Legion remaining at Charlottenfurd to cover the disembarkation of the cavalry and park of artillery.

Major-General Spencer's brigade landed at Skoreshard, and marched into their post on the left of the line. All the divisions giving piquets to the rear to prevent surprise from the country. Head quarters established at Hellerup. Transports assembled at Skoreshard, where the cavalry commenced disembarking. Princesses of Denmark came out of the city on their route to Colding, and were received with the honours due to their rank by the brigade of guards, near the palace of Fredericksberg.

The piquets of the left towards the town were attacked about noon:—at the same time the enemy's gun-boats rowed out of the harbour, and cannonaded the left of the line with grape and round shot. The piquets drove in and pursued the enemy, and resumed their posts, part of the line having advanced to sustain them. His Majesty's gun-brigs and bombs having been towed as near the harbour as they could, opened a fire at a considerable distance upon the enemy's gun-boats, which, after a long cannonade, retired into the harbour.

18th.—At day-break the gun-boats renewed the attack upon the gun-brigs, trusting to the superior weight of their guns. The latter having, during the night, exchanged their carronades for eighteen-pounders, the gun-boats retired, but advanced again with increased numbers. A brigade of nine-pounders, from the park, having been brought to the Mill, took them in flank, upon which they turned their fire to the lines, and, after cannonading for some time, were driven in, together with their field-pieces, which advanced upon the road.

Engineer tools, &c. &c. having been disembarked, a work was begun at the Mill, and considerable progress was made. The same day the cavalry moved to their quarters at Charlottenberg, Jagersborg, and Vanloes, with piquets in the country, and a chain of posts, supported by the 1st battalion of the King's German Legion from Lorgenfree and Kollekolle, under the direction of Brigadier-General V. D. Decken.

19th.—The works carried on by parties of six hundred men, relieved

every four hours. The gun-boats attacked at day-break, but were driven off by the field pieces which were now protected. Some of the pipes were discovered which convey fresh water to the town from Emdrup. The frigates and gun-brigs having a favourable breeze, took their station near the entrance of the harbour, within reach of throwing shells into the town.

Four twenty-four pounders were brought into the battery at the Mill. Great progress was made in the works at that place, and in a howitzer battery in the rear of it, with traverses and cover for the men.

Brigadier-General Decken surprized and took the post of Fredericks-work, commanded by a major, aide-de-camp to the Crown Prince, who capitulated with eight hundred and fifty men and officers, with a foundry and depot of cannon and powder.

The King's household, with part of his Danish Majesty's wardrobe, plate, wine, and books, were suffered to come out of the town to follow his Majesty, (who has withdrawn to Colding), passports having been requested.

Some gentlemen residing in the district of Copenhagen, and in the bailiwicks towards Elsineur, having offered their services to accept the office of magistrates and superintendants of police in their respective districts, under the commander of the forces, an order was made for that purpose, and sent to be printed and published, and a commission was given, in reference to a proclamation printed and published in German and Danish on the day of disembarkation.

20th.—Farther progress made in the works. More ordnance landed and mounted. A patrole on the left having reported that a body of cavalry, with a corps of infantry in their rear, had been seen in front of Roeskilde, Colonel Rœden sent a squadron to reconnoitre them, which found them assembled near that place, and immediately charged and put them to flight, leaving sixteen or eighteen men killed, and taking three prisoners and twenty-nine horses.

The dragoons pursued the enemy to the gates of Roeskilde, where they were received by a heavy fire of infantry, and returned to their quarters.

The admiral came to head quarters in the morning and returned to his ship.

21st.—Lord Rosslyn's corps disembarked in the north part of Keoge bay, with two batteries of artillery, sending round the remaining transports to Skoreshard. A strong patrole of cavalry and infantry was sent to cover his landing.

Progress made in cutting off the water. Further arrangements made with gentlemen of the country. Passport granted to Prince Frederick Ferdinand of Denmark and his preceptor

Notice given that no more passports can be granted:—at the same time a recommendation urged to the commanding general, to consider the dreadful consequences of making a capital city of such extent stand a siege and bombardment like an ordinary fortress. Great advance made in perfecting the works already in progress which cover our left.

A trench pushed forwards, and a new battery erected three hundred yards in advance. Brigadier-General Macfarlane's brigade landed at Skoreshard—Great progress made in landing the battering-train and stores for the siege—Fascines made for a new battery on the right. These works being completed will take the enemy's line of advanced posts in reverse, and will cover and secure the advance of the army to a new position.

(Signed) CATHCART.

General Return of Casualties from the landing of the Troops in the Island of Zealand, on the 16th to the 21st August, 1807.

Royal Artillery.—1 officer, 1 rank and file, 2 horses, killed; 4 horses, wounded.

1st batt. 92d.—1 rank and file, killed.
2d batt. 95th.—1 rank and file, wounded.
1st batt. 82d.—1 officer, killed; 1 officer, wounded.
1st batt. 43d.—1 rank and file, wounded.

Total.—2 officers, 2 rank and file, 2 horses, killed; 1 officer, 1 rank and file, 4 horses, wounded.

Names of Officers killed.

Lieutenant Lyons, of the royal artillery; Ensign Dixon, of the 1st batt. 82d.

Name of Officer wounded.

Captain Hastings, of the 1st batt. 82d.

Prince of Wales, off Copenhagen,
August 20, 1807.

MY LORD,

I have the honour to transmit to your lordship a copy of the translation of an edict, published by the general in chief of the Danish army, which has been transmitted to me by Charles Fenwick, Esq. his Majesty's consul general at Elsineur. I have the honour to be, &c.

Viscount Castlereagh, &c. &c. &c. J. GAMBIER.

TRANSLATION.

Hostilities having commenced on the part of the English, I hereby declare, in virtue of the highest authority, that all English property be laid under sequestration, which each and every one is accordingly enjoined to report the English property of what kind or nature soever to the police, who will make the further necessary arrangements. Any one who conceals, or does not fulfil this order, will be considered as a traitor to the country.

Copenhagen, August 16, 1807. (Signed) PEYMAN.

Prince of Wales, off Copenhagen,
August 21, 1807.

MY LORD,

Being of opinion that the service on which his Majesty's forces at the island of Zealand are employed renders it highly expedient that all neutral trade therewith should be for the present suspended, I have judged it my duty to issue an order (of which I have the honour to transmit your lordship a copy) declaring the said islands, and others contiguous thereto, together with the passage of the Great Belt, to be in a state of close blockade, and directing that all neutral vessels persisting to enter into the said islands and passage, after receiving due notice thereof, shall be detained and sent to me at this anchorage, intending that such vessels shall not be allowed to pursue their respective voyages until the circumstances of the islands shall permit them to do so, consistently with the object of the present service. I have the honour to be, &c.

Viscount Castlereagh, &c. &c. &c. J. GAMBIER.

By James Gambier, Esq. Admiral of the Blue, and Commander in Chief of a fleet of his Majesty's ships and vessels employed on a particular service.

Whereas I have judged it expedient, in conducting the operations of his Majesty's fleet under my command against Copenhagen, to surround the island of Zealand, and the other islands contiguous thereto, with his Majesty's ships, in order to prevent reinforcements or supplies of any kind whatsoever from being thrown into the said islands, I do hereby declare them, as well as the passage of the Great Belt, (extending from a bank or shoal named Hasteen's Ground, to the south-east end of the island of Femeren) to be in a state of close blockade, and do also hereby direct the flag officers, captains, and commanders of the said ships, to give notice

thereof to any neutral vessels they may find going into any of the ports of the said islands, or into the passage afoesaid, and to require them to desist therefrom; and in case any neutral vessels, after receiving such notice shall attempt to enter into any port or place of the said islands, or into the passage aforesaid, the said flag officers, captains, and commanders are hereby authorized and required to detain such vessels, and leaving their respective masters and a proportion of their crews on board to assist in navigating them, put a careful petty officer, with as many seamen as may be necessary, into them respectively, and send them to me at this anchorage.

Given under my hand on board the Prince of Wales, off Copenhagen, August 21, 1807. J. GAMBIER.

By command of the Admiral,
JOS. TROUNSELL.

SEPTEMBER 5, 1807.

Copy of a Letter to the Secretary of the Admiralty, dated Prince of Wales, in the Sound, August 16, 1807.

SIR,

I beg you will inform the Lords Commissioners of the Admiralty, that I yesterday morning quitted the anchorage off Elsineur, and in the evening arrived with the fleet and transports off Wibeck, a village about midway between that place and Copenhagen, where the army was this morning disembarked, without opposition. I have the honour to be, &c.

JAMES GAMBIER.

Copy of a Letter to the Secretary of the Admiralty, dated off Copenhagen, August 19, 1807.

SIR,

The hostile preparations of the Danish government being far advanced, I thought it proper to order the Defence and Comus to put to sea in pursuit of the Danish frigate, which, as I informed you in my letter of the 14th instant, had quitted Elsineur roads in the night between the 12th and 13th.

I have now to request you will lay before the Lords Commissioners of the Admiralty a copy of a letter which I have received from Captain Ekins, of the Defence, and one from Captain Heywood to him, stating his having come up with and obtained possession of the said frigate.

When the inequality of force between the two ships is considered, with the trifling injury sustained by the Comus, it will appear unnecessary for me to make any comment on the bravery and skill which must have been displayed by Captain Heywood, his officers and ship's company.

I have the honour to be, &c.

J. GAMBIER.

Frederickscoarn.—Twenty-six twelve-pounders on the main-deck; four six-pounders, and six twelve-pounder carronades, on the quarter-deck and forecastle; and 226 men.

Comus.—Twenty-two nine-pounders on the main deck; eight twenty-four pounder carronades, and two nine-pounder carronades, on the quarter-deck and forecastle; and 145 men.

Defence, Scaw Light-House, S. ½ *E.* 10 *or* 12 *miles, Saturday, one P.M. August* 15, 1807.

SIR,

As the superior sailing of the Comus, in very light winds, has given Captain Heywood, his officers, and ship's company, an opportunity to distinguish themselves particularly by a very gallant action with an enemy greatly exceeding their force, I can therefore only regret the late arrival of the Defence, for the means that might otherwise have been afforded me of preventing the bloodshed which has resulted from it, though happily on the

part of the enemy only. The crew of the Danish frigate considerably outnumbering the Comus's, I have thought it my duty to receive 100 of them into this ship. Enclosed I transmit you Captain Heywood's letter.

I have the honour to be, &c.

To Admiral Gambier, &c. CHARLES EKINS.

His Majesty's Ship Comus, off Marstiand, August 15, 1807.

SIR,

I arrived within hail of the Danish frigate you gave me directions to chase and detain, at twelve o'clock last night, and repeatedly desired that she would submit to detention by this ship, but she refusing, and making all sail from us, I found it necessary to have recourse to arms; after having received a shot from her stern chase gun, we closed with her, and a smart action commenced, which continued about forty-five minutes, when the two ships falling on board each other, the boarders, headed by Lieutenant G. E. Watts, assisted by Lieutenant Hood Knight, very gallantly boarded on her bow, and finally took possession of her.

All under my command conducted themselves in the bravest manner throughout the contest; and I feel happy to report only one person wounded. The loss of our opponent, (which proved to be his Danish Majesty's frigate Frederickscoarn, carrying thirty-six guns, twelve pounders, on her main-deck, and 226 men,) was much more considerable, being twelve killed and twenty wounded, several mortally.

I have the honour to be, &c.

Captain Charles Ekins, Defence. E. HEYWOOD.

SEPTEMBER 8.

Rear-Admiral Sir Edward Pellew, commander in chief of his Majesty's ships and vessels in the East Indies, has transmitted to this office a letter which he had received from Lieutenant William Warden, acting commander of his Majesty's sloop Rattlesnake, dated at Kedgeree, the 24th January, 1807, giving an account of the capture and subsequent destruction of a French brig privateer, les Deux Sœurs, of 16 guns, and 130 men, while on shore, inside Cheduba, whither she had proceeded from the Isle of France.

The rear-admiral expresses the highest approbation of Lieutenant Warden's persevering and judicious conduct in overcoming the local difficulties attending the destruction of the above vessel.

SEPTEMBER 11.

Extract from the Journal of Admiral Gambier, Commander in Chief of his Majesty's ships and vessels in the Baltic, received at the Admiralty this morning.

August 23.—The battery on the left wing of the army (which is calculated to defend its advance from the annoyance of gun-boats) being completed and mounted with thirteen twenty-four pounders, the construction of mortar batteries, under cover of the above, are in progress. The enemy observing these movements, appeared yesterday to be collecting their praams and gun-boats near the harbour's mouth, in preparation for a powerful attack on our works. Our advanced squadron continuing in their position for defending the operations on shore, were, about ten A. M. attacked by three praams (carrying each twenty guns) and a considerable number of gun-boats (said to be more than thirty), in addition to the fire from the Crown battery, floating batteries, and block ships, which was continued for more than four hours. The fire was returned with great spirit from the squadron, and some attempts were made to throw Mr. Congreve's rockets, but the distance was too great to produce much effect from them. About two P. M. the gun-brigs which were farthest advanced, not being able to

make any impression against so vast a force, were ordered to retire, and the firing ceased. I am happy to find the squadron received no material injury.

We have, however, to regret the loss of Lieutenant John Woodford, of the Cruiser, with three men killed in the several vessels, and thirteen wounded. On the part of the enemy, it is believed that one gun-boat has been disabled or sunk, and one of the praams was observed to be towed out of the action disabled. The new battery at the Mill opened, and taking a part in the engagement, did considerable execution. The ships and vessels undermentioned were engaged in this affair, and I have acquitted myself of a most pleasing duty in conveying to the commanders, officers, and crews of the sloops, bombs, gun-brigs, and boats, the warm sense of praise and approbation with which their bravery and energy during so long and so heavy a contest have inspired me.

Names of the vessels forming the advanced squadron, with an account of the killed and wounded.

Thunder bomb,
Zebra ditto,
Fury ditto,
Ætna ditto,
Vesuvius ditto,
Cruiser sloop,
Kite ditto,
Mutine ditto,
Hebe armed ship,
Fearless gun-brig.
Indignant gun-brig,
Urgent ditto,
Pincher ditto
Tigress ditto,
Desperate ditto,
Safeguard ditto; with three armed transports, and
Ten launches, fitted as mortar boats.

Fearless—2 Seamen killed; Lieutenant William, (slightly,) 1 seaman, and 4 marines wounded.—*Indignant*—1 Seaman, killed, 1 seaman wounded.—*Urgent*—1 Seaman and 1 marine wounded.—*Cruiser*—Lieutenant Woodford killed.—*Valiant's launch*—3 Seamen wounded.—*Africaine's boat*—1 Seaman wounded.—Total—4 killed and 13 wounded.

August 24.—Having occasion to confer with Lieutenant General Lord Cathcart, commanding the army, respecting the co-operation of the fleet, I went on shore to head-quarters for that purpose. I learnt that the right wing of the army is advancing near to the town on the south west, and are preparing mortar batteries to commence the bombardment of it. The enemy being obliged to withdraw their out-posts in that quarter, have set fire to the suburbs to prevent them from affording cover to our troops. The vessels which were in action yesterday are getting their damages repaired. No attack has been made this day by the enemy's flotilla against our advanced squadron.

25.—Yesterday and this day the damage which several of the gun-brigs received in the action on the 23d have been repaired, and the vessels are again ready for service.

N. B. The above journal was brought to England by the Earnest gun-brig returning, according to her orders, to Yarmouth, after delivering the despatches with which she sailed for the admiral.

SEPTEMBER 12.

Extract of a Letter from Vice-Admiral Russel to the Secretary of the Admiralty, dated Majestic, off Heligoland, the 6th Sept. 1807.

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that I arrived at this island, and anchored close to the town, on the 4th instant, at half past two P. M. but did not, as I expected, find the Explosion, the Wanderer, or the Exertion, with which their lordships had intended to reinforce me.

Having found that Lord Falkland had, with his usual zeal and promptness, summoned the garrison on the 30th ultimo, and that his proposals

were rejected by the governor, I was making my arrangements to storm him with the marines and seamen of the squadron if he did not instantly surrender, for at this time the value of the island to us is immense.

At six P. M. however, he sent out a flag of truce, desiring that an officer might be sent in the morning to treat on articles of capitulation; and I accordingly at daylight yesterday morning, despatched Lord Viscount Falkland and Lieutenant D'Auvergne, (first of this ship,) on that service.

At two P. M. the deputation returned with the articles of capitulation, which I immediately ratified.

With a small expence this island may be made a little Gibraltar, and a safe haven for small craft even in the winter, it is a key to the Rivers Ems, Weser, Jade, Elbe, and Eyder, the *only* asylum at present for our cruisers in these seas.

I have appointed Lieutenant D'Auvergne as acting governor until their lordships' pleasure is known; and I beg leave to add, that, from his perfect knowledge of both services, his zeal and loyalty, and a high sense of honour, I know no seaman more competent to the trust.

(Signed) T. MACNAMARA RUSSEL.

Extract of another Letter from the Vice-Admiral, dated on the same day.

This morning the Explosion, Wanderer, and Exertion hove in sight round the north end of the island.

LONDON GAZETTE EXTRAORDINARY,

SUNDAY, SEPTEMBER 13, 1807.

Copy of a Despatch received by Lord Castlereagh, from Lieutenant-General Whitelocke.

SIR, *Buenos Ayres, July* 10, 1807.

I have the honour to acquaint you, for the information of his Majesty, that upon being joined at Monte Video on the 15th of June, by the corps under Brigadier-General Craufurd, not one moment was lost by Rear-Admiral Murray and myself in making every necessary arrangement for the attack of Buenos Ayres. After many delays occasioned by foul winds, a landing was effected, without opposition, on the 20th of the same month, at the Ensinada de Barragon, a small bay about thirty miles to the eastward of the town. The corps employed on this expedition were three brigades of light artillery, under Captain Frazer; the 5th, 38th, and 87th regiments of foot, under Brigadier-General Sir Samuel Achmuty; the 17th light dragoons, 36th and 88th regiments, under Brigadier-General the Hon. William Lumley; eight companies of the 95th regiment, and nine light infantry companies, under Brigadier-General Craufurd; four troops of the 6th dragoon guards, the 9th light dragoons, 40th and 45th regiments of foot, under Colonel the Hon. T. Mahon; all the dragoons being dismounted, except four troops of the 17th, under Lieutenant-Colonel Lloyd.

After some fatiguing marches through a country much intersected by swamps and deep muddy rivulets, the army reached Reduction, a village about nine miles distant from the bridge over the Rio Chuelo; on the opposite bank of which the enemy had constructed batteries, and established a formidable line of defence. I resolved, therefore to turn this position, by marching in two columns from my left, and crossing the river higher up, where it was represented fordable, to unite my force in the suburbs of Buenos Ayres. I sent directions at the same time to Colonel Mahon, who was bringing up the greater part of the artillery under the protection of the 17th light dragoons and 40th regiment, to wait for further orders at Reduction.

Major-General Leveson Gower having the command of the right column,

crossed the river at a pass called the Passo Chico, and falling in with a corps of the enemy, gallantly attacked and defeated it, for the particulars of which action, I beg to refer you to the annexed report. Owing to the ignorance of my guide, it was not until the next day that I joined with the main body of the army, when I formed my line by placing Brigadier-General Sir Samuel Achmuty's brigade upon the left, extending it towards the Convent of the Recoleta, from which it was distant two miles. The 36th and 88th regiments being on its right; Brigadier-General Craufurd's brigade occupying the central and principal avenues of the town, being distant about three miles from the Great Square and fort; and the 6th dragoon guards, 9th light dragoons, and 45th regiment, being upon his right, and extending towards the Residencia. The town was thus nearly invested, and this disposition of the army, and the circumstances of the town and suburbs being divided into squares of 140 yards each side, together with the knowledge that the enemy meant to occupy the flat roofs of the houses, gave rise to the following plan of attack.

Brigadier-General Sir Samuel Achmuty was directed to detach the 38th regiment to possess itself of the Plaza de Toros, and the adjacent strong ground, and there take post: the 87th, 5th, 36th, and 88th regiments were each divided into wings; and each wing ordered to penetrate into the street directly in its front. The light battalion divided into wings, and each followed by a wing of the 95th regiment, and a three-pounder, was ordered to proceed down the two streets on the right of the central one, and the 45th regiment down the two adjoining; and after clearing the streets of the enemy, this latter regiment was to take post at the Residencia. Two six-pounders were ordered along the central street, covered by the carabiniers, and three troops of the 9th light dragoons, the remainder of which was posted as a reserve in the centre. Each division was ordered to proceed along the street directly in its front, till it arrived at the last square of houses next the River Plata, of which it was to possess itself, forming on the flat roofs, and there wait for further orders. The 95th regiment was to occupy two of the most commanding situations, from which it could annoy the enemy. Two corporals with tools were ordered to march at the head of each column, for the purpose of breaking open the doors; the whole were unloaded, and no firing was to be permitted until the column had reached their final points and formed; a canonade in the central streets was the signal for the whole to come forward.

In conformity to this arrangement, at half past six o'clock of the morning of the 5th instant, the 38th regiment moving towards its left, and the 87th straight to its front, approached the strong post of Retiro and Plaza de Toros, and after a most vigorous and spirited attack, in which these regiments suffered much from grape shot and musketry, their gallant commander, Brigadier-General Sir Samuel Achmuty, possessed himself of the post, taking thirty-two pieces of cannon, an immense quantity of ammunition, and six hundred prisoners. The 5th regiment meeting with but little opposition, proceeded to the river, and took possession of the Church and Convent of St. Catalina. The 36th and 88th regiments, under Brigadier-General Lumley, moving in the appointed order, were soon opposed by a heavy and continued fire of musketry from the tops and windows of the houses; the doors of which were barricadoed in so strong a manner, as to render them almost impossible to force. The streets were intersected by deep ditches, in the inside of which were planted cannon, pouring showers of grape on the advancing columns. In defiance, however, of this opposition, the 36th regiment, headed by the gallant general, reached its final destination; but the 88th being nearer to the fort and principal defences of the enemy, was so weakened by his fire as to be overpowered and taken. The flank of the 36th being thus exposed, this regiment, together

with the 5th, retired upon Sir Samuel Achmuty's post at the Plaza de Toros; not, however, before Lieutenant Colonel Burne, and the grenadier company of the 36th regiment, had an opportunity of distinguishing themselves, by charging about eight hundred of the enemy, and taking and spiking two guns. The two six-pounders moving up the central streets meeting with a very superior fire, the four troops of the carabiniers, led on by Lieutenant-Colonel Kingstone, advanced to take possession of the battery opposed to them, but this gallant officer being unfortunately wounded, as well as Captain Burrel, next in command, and the fire both from the battery and houses proving very destructive, they retreated to a short distance, but continued to occupy a position in front of the enemy's principal defences, and considerably in advance of that which they had taken in the morning.

The left division of Brigadier-General Craufurd's brigade, under Lieutenant-Colonel Pack passed on nearly to the river, and turning to the left, approached the Great Square with the intention of possessing itself of the Jesuits' College, a situation which commanded the enemy's principal line of defence. But from the very destructive nature of his fire, this was found impracticable, and after sustaining a heavy loss, one part of the division throwing itself into a house which was afterwards not found tenable, was shortly obliged to surrender, whilst the remaining part, after enduring a dreadful fire with the greatest intrepidity, Lieutenant-Colonel Pack, its commander, being wounded, retired upon the right division, commanded by Brigadier-General Craufurd himself. This division having passed quite through to the River Plata, turned also to the left to approach the Great Square and fort from the north-east bastion, of which it was distant about four hundred yards, when Brigadier-General Craufurd, leaving the fate of his left division, thought it most advisable to take possession of the Convent of St. Domingo, near which he then was, intending to proceed onwards to the Franciscan Church, which lay still nearer the fort, if the attack or success of any other of our columns should free him in some measure from the host of enemies which surrounded him. The 45th regiment being further from the enemy's centre, had gained the Residencia without much opposition, and Lieutenant Colonel Guard having it in possession of his battalion companies, moved down with the grenadier company towards the centre of the town, and joined Brigadier-General Craufurd.

The enemy, who now surrounded the Convent on all sides, attempting to take a three-pounder which lay in the street, the lieutenant-colonel with his company, and a few light infantry under Major Trotter, charged them with great spirit. In an instant the greater part of his company and Major Trotter (an officer of great merit) were killed, but the gun was saved. The brigadier-general was now obliged to confine himself to the defence of the Convent, from which the riflemen kept up a well directed fire upon such of the enemy as approached the post; but the quantity of round shot, grape, and musketry, to which they were exposed, at last obliged them to quit the top of the building, and the enemy, to the number of six thousand, bringing up cannon to force the wooden gates which fronted the fort, the brigadier-general having no communication with any other columns, and judging from the cessation of firing that those next him had not been successful, surrendered at four o'clock in the afternoon.

The result of this day's action had left me in possession of the Plaza de Toros, a strong post on the enemy's right, and the Residencia, another strong post on his left, whilst I occupied an advanced position opposite his centre; but these advantages had cost about two thousand five hundred men in killed, wounded, and prisoners. The nature of the fire to which the troops were exposed, was violent in the extreme. Grape shot at the corners of all the streets, musketry, hand-grenades, bricks, and stones, from the tops of all the houses, every householder with his negroes defended his

dwelling, each of which was in itself a fortress, and it is not, perhaps, too much to say, that the whole male population of Buenos Ayres was employed in its defence.

This was the situation of the army on the morning of the 6th instant, when General Liniers addressed a letter to me, offering to give up all his prisoners taken in the late affair, together with the 71st regiment, and others, taken with Brigadier-General Beresford, if I desisted from any further attack on the town, and withdrew his Majesty's forces from the River Plata; intimating at the same time, from the exasperated state of the populace, he could not answer for the safety of the prisoners, if I persisted in offensive measures. Influenced by this consideration, (which I knew from better authority to be founded in fact), and reflecting of how little advantage would be the possession of a country, the inhabitants of which were so absolutely hostile, I resolved to forego the advantages which the bravery of the troops had obtained, and acceded to the annexed treaty, which I trust will meet the approbation of his Majesty.

I have nothing further to add, except to mention, in terms of the highest praise, the conduct of Rear-Admiral Murray, whose cordial co-operation has never been wanting whenever the army could be benefited by his exertions. Captain Rowley, of the royal navy, commanding the seamen on shore, Captain Bayntum, of his Majesty's ship Africa, who superintended the disembarkation, and Captain Thompson, of the Fly, who had the direction of the gun-boats, and had previously rendered me much service by reconnoitering the river, are all entitled to my best thanks.

As his character already stands so high, it is almost unnecessary to state that from my second in command, Major-General Leveson Gower, I have experienced every zealous and useful assistance; my thanks are likewise due to Brigadier-General Sir Samuel Achmuty and Lumley, and to Colonel Mahon and Brigadier-General Craufurd, commanding brigades. I cannot sufficiently bring to notice the uncommon exertions of Captain Fraser, commanding the royal artillery, the fertility of whose mind, zeal, and animation in all cases left difficulties behind. Captain Squires, of the royal engineers, is also entitled to my best thanks; nor should I omit the gallant conduct of Major Nicholls, of the 45th regiment, who on the morning of the 6th instant, being pressed by the enemy near the Residencia, charged them with great spirit, and took two howitzers and many prisoners. Lieutenant-Colonel Bradford, Deputy-Adjutant General, has likewise a great claim to my approbation as a gallant and promising officer.

The officers of my personal staff, Lieutenant-Colonel Torrens, military-secretary, Captains Brawn, Foster, Douglas, and Whittingham, Aides-des-Camp, must also be mentioned by me in terms of just regard; the knowledge which the latter possesses of the Spanish language, has been eminently useful to me. This despatch will be delivered to you by Lieutenant-Colonel Bourke, Deputy Quarter-Master-General, who has afforded me that assistance which might be looked for from an officer of his military talents and attachment to the service; to whom I beg to refer you for any further particulars respecting the military operations in this part of the world.—I have the honour to be, &c.

J. WHITELOCKE, Lieut. Gen.

The Right Hon. William Windham.

Return of the killed, wounded, and missing of the troops under the command of Lieutenant-General Whitelocke, between the 28th of June, the day of the landing at Ensinada, to the 4th of July, 1807, inclusive.

Light battalion—1 Lieutenant wounded.

87th Regiment—5 rank and file killed.

88th Regiment—8 rank and file killed; 1 lieutenant, 8 rank and file wounded.

95th Regiment—1 serjeant, 1 rank and file killed; 1 captain, 1 lieutenant, 1 ensign, 2 serjeants, 10 rank and file wounded.

Total—1 serjeant, 14 rank and file killed; 1 captain, 3 lieutenants, 1 ensign, 2 serjeants, 18 rank and file, wounded.

Officers of the Light Battalion severely wounded.

87th Regiment—Lieutenant Crowe.

88th Reg.—Lieutenant Thompson.

95th Reg.—Captain Elder and Lieutenants Noble and Coane.

(Signed) THOS. BRADFORD, Dep. Adj. Gen.

Return of the killed, wounded, and missing, on the attack of the city of Buenos Ayres, 5th of July, 1807.

Royal navy: 1 lieutenant wounded; 2 seamen missing.—Royal horse artillery: 3 rank and file killed; 1 serjeant, 1 drummer, 6 rank and file, wounded; 3 rank and file missing.—Royal foot artillery: 1 lieutenant, 2 rank and file, wounded.—Gun drivers: 3 rank and file killed.—6th Dragoon guards: 1 captain, 1 serjeant, 13 rank and file killed; 1 lieutenant-colonel, 1 serjeant, 19 rank and file, wounded; 1 quarter-master, 2 rank and file missing.—9th Light dragoons: 1 staff, 3 rank and file killed; 1 lieutenant, 2 serjeants, 1 drummer, 13 rank and file, wounded; 1 rank and file missing.—Light battalion: 1 major, 1 lieutenant, 3 serjeants, 24 rank and file, killed; 2 lieutenant-colonels, 2 captains, 5 lieutenants, 4 serjeants, 1 drummer, 57 rank and file, wounded; 62 rank and file missing.—5th Regiment: 1 serjeant, 1 drummer, 12 rank and file, killed; 1 major, 1 serjeant, 2 drummers, 43 rank and file, wounded; 2 serjeants, 1 drummer, 21 rank and file missing.—36th Regiment: 2 captains, 25 rank and file, killed; 3 captains, 4 lieutenants, 3 serjeants, 2 drummers, 39 rank and file, wounded; 2 staff, 11 rank and file missing.—38th Regiment: 1 lieutenant, 8 rank and file, killed; 1 ensign, 1 volunteer, 2 serjeants, 1 drummer, 38 rank and file, wounded; 1 rank and file missing.—40th Regiment: 2 rank and file, killed, 1 rank and file wounded.—45th Regiment: 14 rank and file killed; 1 captain, 1 lieutenant, 4 serjeants, 41 rank and file, wounded; 1 rank and file missing.—47th Regiment: 1 rank and file killed; 1 lieutenant, 2 rank and file, wounded; 1 rank and file missing.—87th Regiment: 2 captains, 1 lieutenant, 1 staff, 2 serjeants, 1 drummer, 51 rank and file, killed; 1 major, 4 captains, 5 lieutenants, 1 staff, 8 serjeants, 1 drummer, 108 rank and file, wounded; 14 rank and file missing.—88th Regiment: 1 lieutenant, 1 ensign, 1 staff, 8 serjeants, 70 rank and file, killed; 1 major, 4 captains, 6 lieutenants, 1 staff, 7 serjeants, 98 rank and file wounded; 2 drummers, 38 rank and file, missing.—95th Regiment: 1 captain, 2 serjeants, 2 drummers, 36 rank and file, killed; 2 majors, 1 captain, 5 lieutenants, 8 serjeants, 2 drummers, 73 rank and file, wounded; 2 serjeants, 2 drummers, 39 rank and file, missing.—Total: 1 major, 6 captains, 4 lieutenants, 1 ensign, 3 staffs, 17 serjeants, 4 drummers, 265 rank and file, killed; 3 lieutenant-colonels, 5 majors, 15 captains, 30 lieutenants, 1 ensign, 2 staff, one volunteer, 41 serjeants, 11 drummers, 540 rank and file, wounded; 2 staff, 1 quarter-master, 4 serjeants, 45 drummers, 196 rank and file, missing.

Names of officers killed.—Light battalion: Major Trotter, of the 37th; Lieutenant Hamilton, of ditto. 6th Dragoon guards, Captain Burrell. 9th Light Dragoons, Veterinary Surgeon Landers. 36th Reg. Captains Williamson and Johnson. 38th Reg. Lieutenant Fallon. 87th Reg. Capt. Considine and Johnson; Lieutenant Barry; Quarter-master Buchanan. 88th Reg. Lieutenant Hall; Ensign M'Gregor; Assistant Surgeon Ferguson. 95th Reg. Captain Jenkinson.

Names of officers wounded.—Lieutenant Squarrey, of the R. N. slightly. Lieutenant Maconochie, of the R. A. slightly. Lieutenant Colonel Kingston, of the 6th dragoon guards, severely. Lieutenant Cowdall, of the 9th

light dragoons, slightly.—Light battalion: Lieutenant Colonel Pack, 71st Reg. slightly. Lieutenant Colonel Codogan, 18th Reg. slightly. Lieutenant Smith, 45th Reg. severely. Captain Greenwell, 45th Reg. severely. Lieutenant Cox, 87th Reg. slightly. Lieutenant Nickle, 88th Reg. ditto. Lieutenant Bury, ditto, slightly. Captain Brookman, 71st Reg. dangerously. Lieutenant Adamson, ditto, severely. 5th Reg. Hon. Major King, slightly. 36th Reg. Captains Swain, severely; Vernon, slightly; Wingfield, severely. Lieutenants Cotton, severely; Challoner, slightly; White and Whittel, severely. 38th Reg. Ensign Wiltshire and Volunteer H. de Waal, severely. 45th Reg. Captain Payne and Lieutenant Moore, severely. 47th Reg. Lieut. Rutledge, severely. 87th Reg. Major Miller, severely; Captain Rose, dangerously; Blake and Des Barras slightly; Gordon, severely. Lieutenants Love, Hill, and Budd, slightly; O'Brien, severely; and Fitzgerald. Assistant Surgeon Buxton, dangerously. 88th Reg. Major Ironmonger, slightly; Captains M'Pherson, Chisholm, Dunn, and Thompsons slightly; Lieutenants Adair, Graydon, Whittle, and Butler, severely; Mackie and Gregg, and Adjutant Robertson, slightly. 95th Reg. Majors M'Leod and Travers, slightly; Captain O'Hare, severely; Lieutenants Cardoux, M'Lead, Scott, and Turner, severely; and M'Cullock, slightly.

Names of officers missing.—36th Reg. Surgeon Boyce, Assistant Surgeon Read.

RECAPITULATION.

Killed—one major, 6 captains, 4 lieutenants, 1 ensign, 3 staff, 18 serjeants, 4 drummers, 279 rank and file—316.

Wounded—three lieutenant-colonels, 5 majors, 16 captains, 33 lieutenants, 2 ensigns, 2 staff, 1 volunteer, 43 serjeants, 11 drummers, 558 rank and file—674.

Missing—two staff, 1 quarter-master, 4 serjeants, 5 drummers, 196 rank and file—208.

Total.—316 killed, 674 wounded, 208 missing—1198.

The light company of the 71st regiment, attached to the light battalion, suffered severely, but no correct return of their loss has been received.—The prisoners have been all exchanged.

A DEFINITIVE TREATY *between the General in Chief of his Britannic Majesty and of his Catholic Majesty, as per the following articles.*

I. There shall be from this time a cessation of hostilities on both sides of the river Plata.

II. The troops of his Britannic Majesty shall retain for the period of two months, the fortress and place of Monte Video, and as a neutral country there shall be considered a line drawn from San Carlos on the west, to Pando on the east, and there shall not be on any part of that line hostilities committed on any side, the neutrality being understood only that the individuals of both nations may live freely under their respective laws, the Spanish subjects being judged by theirs, as the English by those of their nation.

III. There shall be on both sides a mutual restitution of prisoners, including not only those which have been taken since the arrival of the troops under Lieutenant-General Whitelocke, but also all those his Britannic Majesty's subjects captured in South America since the commencement of the war.

IV. That for the promptest despatch of the vessels and troops of his Britannic Majesty, there shall be no impediment thrown in the way of the supplies of provisions which may be requested for Monte Video.

V. A period of ten days from this time is given for the re-embarkation of his Britannic Majesty's troops to pass to the north side of the river La

Plata, with the arms which may actually be in their power, stores and equipage, at the most convenient points which may be selected, and during this time provisions may be sold to them.

VI. That at the time of the delivery of the place and fortress of Monte Video, which shall take place at the end of the two months fixed in the second article, the delivery will be made in the terms it was found, and with the artillery it had when it was taken.

VII. Three officers of rank shall be delivered for and until the fulfilment of the above articles by both parties, being well understood that his Britannic Majesty's officers who have been on their parole, cannot serve against South America until their arrival in Europe.

Done at the Fort of Buenos Ayres, the 7th day of July, 1807, signing two of one tenor.

JOHN WHITELOCKE, Lieut. Gen. Com.
GEORGE MURRAY, Rear Adm. Com.
SANTIAGO LINIERS.
CESAR BALBIANI.
BERNARDO VELASCOS.

SIR, *Canal of Miserala, July 3, 1807.*

I have the honour to report to you, for the information of Lieutenant-General Whitelocke, that the advanced corps under my command, consisting of three companies of the 95th light battalion, 36th and 88th regiment, with two three and two six-pounders, advanced from the position I had taken up in front of the village of the Reduction, and after making a considerable detour from the badness of the roads, I crossed the Chuelo at the Chico Pass, from thence I continued my route, through very strongly enclosed and difficult ground, till the head of the column arrived at the junction of two roads, about five hundred yards from the canal of Miserala. At the same moment that we discovered the enemy, they commenced a heavy though after the first round not well directed fire of shot and shells, my artillery having been left in the rear, under the protection of three companies of Brigadier-General Lumley's brigade, owing to the inability of the horses to bring it up at the same rate at which the infantry marched. I directed an immediate attack to be made on their left flank with the bayonet, which was executed by Brigadier-General Craufurd in the most perfect manner with his brigade, and he was so well seconded by the gallantry of Lieutenant-Colonel Pack, and Major Travers, the officers and men of the 95th, and light battalion, that in five minutes the enemy's force, though strongly posted behind hedges and embankments, gave way, leaving about sixty killed and seventy prisoners, with all their artillery, consisting of nine guns, one howitzer, three tumbrils with limbers complete.

I beg to state that the conduct of every officer and soldier engaged was admirable; and that I am also under great obligations to Brigadier-General Lumley for his exertions to take a share in the action, but which alone the very exhausted state of his regiments, from the severity of the march, prevented. Immediately after I had formed, I found that he had taken a good position on the right of the light brigade to support it in case of re-attack.

I am happy to add our loss has been but trifling, not exceeding fourteen rank and file killed, five officers and twenty-five rank and file wounded. The exact returns I have not been able to obtain. I have the honour to be, &c. (Signed) J. LEVISON GOWER, Maj. Gen.

Lieutenant-Colonel Torrens, Military Secretary.

Abstract of Ordnance and Stores, captured from the Enemy in the Suburbs and City of Buenos Ayres, on the 2d and 5th of July, 1807.

43 garrison and field-pieces of different calibres, and mounted on travelling carriages;

About 25,000 round shot for field pieces of various calibres: and about 1000 shells for mortars of various natures; and an arsenal, containing every description of ammunition and military stores: of which a return will be given as soon as possible.

(Signed) AUG. S. FRAZER,
Capt. Horse Artillery, Commanding.

To his Excellency Lieut.-Gen. Whitelocke.

Admiralty Office, September 12th, 1807.

Despatches, of which the following are copies and extracts, have this day been received at this Office from Rear-Admiral Murray, addressed to William Marsden, Esq.

SIR, *Nereide, off Barragon, June 30th,* 1807.

I did myself the honour of informing you, by the last opportunity which sailed from Monte Video, of my proceeding from St. Helena until my arrival off Monte Video with the squadron and transports under my orders, a duplicate of which letter I now transmit.

Rear-Admiral Stirling had made every necessary arrangement for the intended expedition before my arrival; it being necessary on account of the shoals in the river, that the line of battle ships should remain at anchor off Monte Video, as well as for the protection of that place, I directed Admiral Stirling to remain with them. On the 17th instant, the second division of troops, consisting of all those who had come out with General Craufurd, being ready to proceed to Colonia, where General Whitelocke wished the whole to be assembled, Captain Prevost, in his Majesty's ship Saracen, taking with him the Encounter gun-brig and Paz schooner, sailed with the transports.

On the 18th, two hundred and thirteen marines of the squadron were landed at Monte Video, by request of the general, to strengthen the garrison; I likewise ordered four hundred and forty seamen to be ready to land, under the command of Captains Rowley, Prevost, and Joyce, with a proportion of officers, to assist in working the artillery, to go up in the frigates, and Captain Bayntun to proceed up the North Channel to Colonia, in the Haughty gun-brig, with six gun boats (Spanish prizes captured at Monte Video;) the Medusa, Nereide, and Thisbe, to receive the seamen intended to land, and three boats from each of the line of battle ships.

On the 21st the wind moderating, I shifted my flag to the Nereide, and General Whitelocke did me the honour of accompanying me; and having directed Captain Bouverie, in the Medusa, and Captain Shepherd, in the Thisbe, to proceed with the Rolla and Olympia, and the last division of the troops, at noon, weighed, and stood to the southward, where we anchored in three fathom water.

On the 24th we anchored between Ensinada de Barragon and the northern shore, the winds and weather having prevented our getting to the westward of the Oitez Bank, before. The general and myself finding time would be lost by going with this division to Colonia, sent for the troops to join at this anchorage; Gen. Gower went for them, with orders from Gen. Whitelocke to evacuate Colonia, if he thought it necessary; Colonia was accordingly evacuated.

On the 27th the troops from Colonia joined, with the Fly, Pheasant, Haughty, and the gun-boats. I ordered the Paz up the river, with directions to the Staunch and Protector gun-brigs to join me.

The transports having the troops and artillery on board, being in three divisions, I directed Captain Thompson, in the Fly, who had made himself acquainted with the river, and particularly the place intended for landing, which was near Barragon, to lead the first division, having with him the Dolores schooner and four gun-boats; Captain Palmer in the Pheasant, to

lead the second division, with the Haughty and two gun-boats; Captain Prevost, in the Saracen, to bring up the rear of the third division; and Captains Bayntun and Corbet to superintend the landing of the troops.

At daylight on the 28th, the wind being favourable, I made the signal to the Fly to weigh with the first division, and immediately after a general signal to weigh, having ordered the Rolla to be placed on the west end of the bank, as a guide to the ships to join. I shifted my flag to the Flying Fish, and General Whitelocke went in with me. As soon as the first division of transports anchored, I made the signal to get into the boats, and immediately afterwards to put off.

Soon after nine, A. M. the first boats, with Brigadier-General Craufurd's division, landed about a mile to westward of the fort, from which the enemy had some time before withdrawn their guns. A creek being found soon after the first boats landed, the whole were got on shore without opposition, or any accident, except that several of the transports were aground, but got off without damage.

The conduct of the officers and men on this occasion induced me to give out the accompanying general order. Two hundred seamen, under the orders of Captains Rowley and Joyce, were thought sufficient to land for the present; and I feel much indebted to those officers who had made themselves acquainted with the river, and piloted the squadron and transports.

Lieutenant Bartholomew, of the Diadem, who was strongly recommended by Admiral Stirling, for his knowledge of the river, embarked with me; and I feel it my duty to state to their lordships, that he was of infinite service; as were Lieutenant Talbot, of the Encounter; Lieutenant Acott, of the Rolla; and Lieutenant Herrick, of the Raisonable, who undertook the pilotage.

On the evening of the 28th, the Paz and Staunch joined; the Staunch had taken a sloop, and destroyed two others of a convoy going to the South shore for troops. I have directed Captain Thompson, in the Fly, to proceed towards Buenos Ayres, with the Staunch, Paz, and Dolores, to endeavour to keep up a communication with the army.—I have the honour to be, &c. (Signed) GEO. MURRAY.

Extract of a Letter from Rear-Admiral Murray, dated Nereide, off Buenos Ayres, July 8.

SIR,

By my letter of the 30th ult. their lordships will be informed, that the army under the command of Lieutenant-General Whitelocke was landed without opposition or accident on the 28th near Barragon, about 20 miles to the eastward of Buenos Ayres.

On the 30th, the Nereide, small craft, and transports, weighed, and anchored again to the westward of Quelmes; the next morning I went in shore in the Flying Fish, to endeavour to communicate with the army, having directed some transports with provisions to go close in, in case the army should want supplies.

Captain Corbet, in his boat, discovered some of our troops, and sent Lieutenant Blight, of the Nereide, on shore; he with difficulty got to them, being obliged to pass through a deep bog. On the 2d Lieutenant Blight returned and informed me he had seen General Whitelocke the evening before; that the army had suffered most severely on their march, having very deep marshes to pass, and having been obliged to leave their provisions behind them; were much in want of bread and spirits, which were immediately landed from the Encounter and transports. As I understood that General Gower had advanced towards Buenos Ayres, I directed Captain Thompson, in the Fly, with the gun-brigs, to get as near in as he could. The same day I received a letter from Colonel Bourke, Quarter Master General, to say he was directed by General Whitelocke to inform me that

he had marched on, and meant to go to the westward of Buenos Ayres, requesting I would send the ships having heavy artillery there, and likewise provisions. I immediately sent the gun-boats to join the Fly and gun-brigs, and directed Captain Thompson to get as close in to the westward as he could. The transports with the guns, and those with provisions, as well as an hospital ship, I likewise sent there, and am happy to say they were all in shore on the 4th, ready to meet the army.

On the 5th, a firing was observed in the town; I desired Capt. Thompson to make use of the gun-brigs and boats, when he could, without annoying our own people, who appeared to be both to the eastward and westward of the town. A communication was opened with the army in the morning; they had stormed and taken possession of four guns, near the citadel. Bread, spirits, and ammunition, were supplied from the ships.

On the 6th, I directed the Encounter to endeavour to communicate with the army on the east side of the town, and supply them with what they might require. An hospital ship was likewise sent that way.

The Nereide was moored up as high as she could go, being in less than three fathoms, but still nine miles from the town. At one P. M. I received a letter from Captain Thompson, saying our affairs at the west end of the town were in a most distressing state, Brigadier-General Craufurd and the whole of his brigade taken prisoners, and that a truce had been demanded and granted; at the same time requesting more transports might be moved up, in case it should be necessary to re-embark the troops.

I immediately went up to the Staunch gun-brig, which was about a mile from the shore, and abreast of the post occupied by Sir S. Achmuty, and ordered the Medusa, Thisbe, and Saracen, which were left off Barragon, to come up as high as they could with safety.

Captain Thompson, who was with the general, came off to me immediately, but was obliged to have a guard to protect him to the beach, although close to the gun-brig; but it was dark. At eight P. M. I received a note from General Whitelocke informing me he had arrived there to see what more could be done by the gallantry and exertion of the army under his command, whose sufferings in every way had seldom, under any circumstances, been exceeded. Of one thing he was certain, that South America could never be English.

The inveteracy of every class of inhabitants was beyond belief. He wished to see me, as he had sent General Gower to General Liniers, in consequence of a letter he had received from the latter.

I cannot help taking this opportunity of saying how very active Captain Thompson of the Fly has been, who placed the gun-boats, which were commanded by Lieutenant Frazer of the Medusa, and Lieutenant Heron of the Saracen.

Early in the morning of the 7th, the Staunch telegraphed to say I was wanted on shore immediately; a flag of truce was still flying at our head quarters. On my going on shore, the general shewed me the proposals made by the Spanish general, Liniers, (a copy of which I enclose,) and observed, that he was of opinion, as well as were the other generals, that it could answer no good purpose to persist, and that one great object was attained, that of getting all the prisoners back that had been taken in South America this war; that the destroying the town could not benefit us; and that he saw no prospect whatever of establishing ourselves in this country, as there was not a friend to the English in it; that the number of our prisoners the enemy had were in the power of an enraged mob; and that persisting on our part would make their situation truly distressing; the number of our killed and wounded, although not exactly ascertained, was said to be very great. Under these circumstances, and being persuaded that the people of this country did not wish to be under the British govern-

ment, I signed the preliminaries, trusting that what I have done will meet their lordships' approbation.

I have directed Captain Prevost, of the Saracen, to be ready, to proceed to England, as soon as General Whitelocke's despatches are ready, and to receive Sir Samuel Achmuty for a passage, with Colonel Bourke, who carries the general's despatches.

I have not yet had any returns from Captains Rowley or Joyce, who are still with the seamen that landed; but Lieutenant Squarrey, of the Polyphemus, who was with his men in the advance brigade, I took off yesterday wounded, but not badly; he informs me that only one of his men is missing.

GEORGE MURRAY.

SIR, *Head Quarters, Plaza de Toros, July* 7, 1807.

We have the honour to acquaint you, that actuated alone by the motives stated to you by Major-General Leveson Gower, we consent to the terms proposed.

Officers shall be named to meet others appointed by you, to make immediate arrangements for the reception of prisoners, the embarkation of the British army, and other subjects.

We have the honour to be, &c.

(Signed) J. WHITELOCKE.
G. MURRAY.

His Excellency General Liniers.

PRELIMINARY PROPOSITIONS *agreed on between the General of the English Army and that of the Spanish Army in the River Plata.*

I. There shall be from this time a cessation of hostilities on both sides the River Plata.

II. The troops of his Britannic Majesty shall retain for the period of two months from this date, the fortress of Monte Video; and as a neutral country, a line drawn from St. Carlos on the west, to Tando on the east; and there shall not be on any part of that line hostilities committed on either side; and in that space all English delinquents shall be judged by the English military law, and all Spanish delinquents by the Spanish law.

III. There shall be on both sides a mutual restitution of prisoners, including not only those which have been taken since the arrival of the troops under Lieutenant-General Whitelocke, but also all those his Britannic Majesty's subjects captured in South America since the war.

IV. There shall not be any impediments thrown in the way of the supplies of provisions which may be required for Monte Video.

V. A period of ten days shall be given for the re-embarkation of his Britannic Majesty's troops to pass to the north side of the River Plata, with all their arms, cannon, stores, and equipage, at the most convenient points which may be selected, and during that time provisions may be sold to them.

VI. During the period of four months no impediment shall be thrown in the way of the commerce of the British merchants.

Answered—Inadmissible, because contrary to the Spanish laws.

I. Additional—When Monte Video is restored, it is to be uninjured, with the Spanish artillery originally belonging to it.

II. Additional—That there shall be mutually three officers of rank exchanged, until the fulfilment of this treaty, it being understood that those British officers who have been in this country on their parole, are not again to serve in South America, until they have been landed in Europe.

Nereide, off Barragon, June 29, 1807.

GENERAL ORDER.

The commander in chief is happy in the opportunity afforded him of

expressing his thanks to the officers and seamen under his command, as well as to the masters and seamen of the transports, for their great exertions in landing the army under the command of his Excellency Lieutenant General Whitelocke, on the shore of Barragon yesterday.

He highly approves of the very judicious manner in which Captains Prevost, Thompson, and Palmer, placed their respective ships, as well as the gun-brigs and other armed vessels under their orders, for covering the landing. Much praise is due to the lieutenants and commanders of those vessels, for getting so near the shore.

He feels himself particularly obliged to Captains Bayntun and Corbet, who had orders to superintend the landing, for their zeal and activity in getting the troops on shore, and for the regularity with which it was conducted. He is likewise thankful to Captain Irwin, agent of transports, and the lieutenants under his direction, for the assistance they afforded on this occasion.

And although no opposition was made to the landing, he is convinced that it would have been conducted in the same regular manner had the enemy been there to oppose them.

The commander in chief has likewise great pleasure in assuring the officers and seamen, that his Excellency Lieutenant General Whitelocke expressed to him, in the highest terms, his satisfaction on this occasion.

(Signed) GEORGE MURRAY.

SIR, *Nereide, off Buenos Ayres, July* 10.

Since my letter of the 8th inst. I have seen Captains Rowley and Joyce, who were landed with the seamen, and am happy to find two only are missing.

I mentioned Lieutenant Squarrey, of the Polyphemus, being wounded. The persevering conduct of Captains Rowley and Joyce, and the officers and seamen under their command, merits the highest encomiums. They had to drag the cannon for miles through the swamps, and the men were always harnessed to them. The General has, no doubt, expressed in his despatches his thanks to them.

Captain Prevost, who will have the honour of carrying the despatches, will give their lordships any farther information:—(I left the Saracen with some gun-boats at Barragon after landing, lest it might have been necessary from bad roads for the army to fall back); I beg leave to recommend him to their lordships' protection as an active and very zealous officer. I have the honour to be, &c.

GEORGE MURRAY.

THE LONDON GAZETTE EXTRAORDINARY.

DOWNING-STREET, SEPTEMBER 16, 1807.

Despatches, of which the following are copies, have been received by Viscount Castlereagh, one of his Majesty's principal secretaries of state, from Admiral Gambier and Lieutenant-General the Right Honourable Lord Cathcart, K.T. the commanders of his Majesty's naval and military forces in the Baltic Sea:—

Prince of Wales, Copenhagen Road,
September 7, 1807.

MY LORD,

My letter of the 5th instant will inform your lordship of the progress of the operations of his Majesty's forces against Copenhagen to that period. I have now the honour and satisfaction to add, that previous to the hour intended for opening our batteries on that night, an officer with a flag of truce came out from the town, with proposals for an armistice to settle

terms of capitulation. This was accordingly done, after a correspondence* between the Danish general and Lord Cathcart and myself, of which I transmit a copy; and your lordship will be informed of the stipulations agreed upon by the enclosed copy of the articles.†

Our army has accordingly been put in possession of the citadel and the arsenal, and the most vigorous exertions are commenced for equipping and sending to England the Danish navy.

I have the honour to be, &c.

To the Viscount Castlereagh, &c. &c. &c. J. GAMBIER.

MY LORD, *Citadel of Copenhagen, September* 8, 1807.

It has fallen to my lot to have the great satisfaction of forwarding to your lordship the ratified capitulation of the town and citadel of Copenhagen, including the surrender of the Danish fleet and arsenal in this port, which are placed at his Majesty's disposal.

The object of securing this fleet having been attained, every other provision of a tendency to wound the feelings or irritate the nation has been avoided; and although the bombardment and cannonade have made considerable havoc and destruction in the town, not one shot was fired into it till after it was summoned, with the offer of the most advantageous terms, nor a single shot after the first indication of a disposition to capitulate; on the contrary, the firing which lasted three nights from his Majesty's batteries was considerably abated on the 2d, and was only renewed on the 3d to its full vigour, on supposing from the quantity of shells thrown from the place that there was a determination to hold out.

On the evening of the 5th September, a letter was sent by the Danish general, to propose an armistice of twenty-four hours, for preparing an agreement on which articles of capitulation might be founded. The armistice was declined, as tending to unnecessary delay, and the works were continued; but the firing was countermanded, and Lieutenant-Colonel Murray was sent to explain that no proposals of capitulation could be listened to, unless accompanied by the surrender of the fleet.

This basis having been admitted by a subsequent letter, on the 6th, Major-General Sir A. Wellesley, whom I had sent for, for this purpose, from his command in the country, where he had distinguished himself in a manner so honourable to himself and so advantageous to the public, was appointed, with Sir Home Popham and Lieutenant-Colonel Murray to prepare and sign articles of capitulation; and those officers having insisted on proceeding immediately to business, the capitulation was drawn up in the night between the 6th and 7th.

The ratification was exchanged in the course of the morning, and at four in the afternoon of the same day, Lieutenant-General Burrard proceeded to take possession.

The British grenadiers present, with detachments from all the other corps of cavalry and infantry, under the command of Colonel Cameron, of the 79th regiment, with two brigades of artillery, marched into the citadel, while Major General Spencer having embarked his brigade at the Kalk Brandiere, landed in the dock-yard, and took possession of each of the line of battle ships, and of all the arsenal; the Danish guards withdrawing when those of his Majesty were ready to replace them, and proper officers attending to deliver stores as far as inventories could be made up.

The town being in a state of the greatest ferment and disorder, I most willingly acceded to the request that our troops should not be quartered in it, and that neither officers nor soldiers should enter it for some days; and

---

* Given in Lord Cathcart's despatch.

† Ibid.

having the command of possession from the citadel whenever it might be necessary to use it, I had no objection to leaving the other gates in the hands of the troops of his Danish Majesty, together with the police of the place.

We have consented to the re-establishment of the post; but all arrivals and departures are to be at and from the citadel.

This work is in good condition, very strong, and well stored with ordnance and ammunition.

The amount of the garrison of the town is not easily ascertained. The regular troops were not numerous; but the number of batteries which fired at the same time, together with the floating defences, prove that there must have been a very great number of militia and burghers, with other irregular forces; and their ordnance was well served.

Considering the advanced position in which his Majesty's troops have been placed for the last fortnight, our loss (highly as I prize the value of every officer or soldier who has fallen or been wounded) has been comparatively small.

The zeal, spirit, and perseverance of every rank in the army have been truly characteristic of the British nation; and the King's German Legion are entitled to a full share in this commendation.

All the generals, and indeed each officer, has rendered himself conspicuous in proportion to his command and the opportunities which have occurred, and opportunities have occurred to all.

The staff have done themselves the greatest credit, and been of all the service that could be desired in their several departments.

Colonel D'Arcey, the chief engineer, and every engineer under him, have given the most unequivocal proofs of science and indefatigable industry; the works under their direction have gone on with fresh parties without ceasing.

General Bloomfield, and the officers and corps of royal artillery, have done great honour to themselves, and to that branch of his Majesty's service, of which their fire upon the gun-boats, and the rapidity and success of the mortar practice, afford sufficient proofs; nor is the distribution of battering ordnance and of so much ammunition at so many points in this extensive line, in so short a period, a small proof of the method and resources of that corps.

Lieutenant-Colonel Smith, with the 82d regiment under his command, held the post at the windmill on the left, which for the greater part of the time was the most exposed to the gun-boats and sorties of the enemy; and the unremitting attentions of that officer claim particular notice.

By the naval blockade the force opposed to us has been limited to the resources of this and of the adjacent islands, separated only by narrow ferries; and almost every wish of assistance has been anticipated, and every requisition of boats, guns and stores has been most amply and effectually provided for with the greatest despatch and the most perfect cordiality and every possible attention has been paid, and every accommodation given, by every officer in that service, from Admiral Gambier downwards.

A battalion of seamen and marines, with three divisions of carpenters, were landed on the 5th, under Captain Watson, of his Majesty's ship Inflexible; and had the effort been made, which would have been resorted to in a few days, if the place had not capitulated, their services in the passage of the ditch would have been distinguished.

I send this despatch by Lieutenant Cathcart, who has become for some time my first aide-de-camp, who has seen every thing that has occurred here and at Stralsund, and will be able to give any further details that may be required. I have the honour to be, &c.

(Signed) CATHCART.

List of Killed, Wounded, and Missing.

Killed—4 officers, 1 serjeant, 1 drummer, 36 rank and file, and 8 horses.
Wounded—6 officers, 1 serjeant, 138 rank and file, and 25 horses.
Missing—1 serjeant, 4 drummers, and 19 rank and file.

Names of Officers killed.

Lieutenant Lyons, of the royal artillery; Ensign Robert Dixon, of the 82d foot; Lieutenant Rudoff, of the 1st regiment light dragoons, King's German Legion; Ensign Jennings, of the 23d foot, or Royal Welch Fuzileers.

Names of Officers wounded.

Captain Hastings, of the 82d foot; Lieutenant Suter, of ditto; Captain During, 1st batt. King's German Legion; Lieutenant-General Sir David Baird, in the shoulder and hand, slightly; Ensign Bilson.

ARTICLES OF CAPITULATION *for the Town and Citadel of Copenhagen, agreed upon between Major-General the Right Hon. Sir Arthur Wellesley, K.B. Sir Home Popham, Knt. of Malta, and Captain of the Fleet, and Lieutenant-Colonel George Murray, Deputy Quarter-Master General of the British Forces, being thereto duly authorized by James Gambier, Esq. Admiral of the Blue, and Commander in Chief of his Britannic Majesty's Ships and Vessels in the Baltic Sea, and by Lieutenant-General the Right Hon. Lord Cathcart, Knight of the Thistle, Commander in Chief of his Britannic Majesty's Forces in Zealand and the North of the Continent of Europe, on the one part, and by Major-General Walterstorff, Knight of the Order of Dannebrog, Chamberlain to the King, and Colonel of the North Zealand Regiment of Infantry, Rear-Admiral Lütken, and I. H. Kerchoff, Aide-de-Camp to his Danish Majesty, being duly authorized by his Excellency Major-General Peyman, Knight of the Order of Dannebrog, and Commander in Chief of his Danish Majesty's Forces in the Island of Zealand, on the other part.*

Art. I. When the capitulation shall have been signed and ratified, the troops of his Britannic Majesty are to be put in possession of the citadel.

Art. II. A guard of his Britannic Majesty's troops shall likewise be placed in the dock-yards.

Art. III. The ships and vessels of war of every description, with all the naval stores belonging to his Danish Majesty, shall be delivered into the charge of such persons as shall be appointed by the commanders in chief of his Britannic Majesty's forces; and they are to be put in immediate possession of the dock-yards, and all the buildings and storehouses belonging thereto.

Art. IV. The store-ships and transports in the service of his Britannic Majesty are to be allowed, if necessary, to come into the harbour for the purpose of embarking such stores and troops as they have brought into this island.

Art. V. As soon as the ships shall have been removed from the dock-yard, or within six weeks from the date of this capitulation, or sooner if possible, the troops of his Britannic Majesty shall deliver up the citadel to the troops of his Danish Majesty, in the state in which it shall be found when they occupy it. His Britannic Majesty's troops shall likewise within the before-mentioned time, or sooner, if possible, be embarked from the island of Zealand.

Art. VI. From the date of this capitulation hostilities shall cease throughout the island of Zealand.

Art. VII. No person whatsoever shall be molested, and all property, public or private, with the exception of the ships and vessels of war, and the

naval stores before mentioned, belonging to his Danish Majesty, shall be respected; and all civil and military officers in the service of his Danish Majesty shall continue in the full exercise of their authority throughout the island of Zealand; and every thing shall be done which can tend to produce union and harmony between the two nations.

Art. VIII. All prisoners taken on both sides shall be unconditionally restored, and those officers who are prisoners on parole shall be released from its effect.

Art. IX. Any English property that may have been sequestered in consequence of the existing hostilities, shall be restored to the owners.

This capitulation shall be ratified by the respective commanders in chief, and the ratifications shall be exchanged before twelve o'clock at noon this day.—Done at Copenhagen, this 7th day of September, 1807.

(Signed) ARTHUR WELLESLEY.
HOME POPHAM.
GEORGE MURRAY.

Ratifie par moi, PEYMAUN.

Admiralty Office, September 16, 1807.

Captain Collier, of his Majesty's ship the Surveillante, arrived at this office this morning with a despatch from Admiral Gambier, commander in chief of his Majesty's ships and vessels in the Baltic, addressed to the Hon. William Wellesley Pole, secretary of the Admiralty, dated Prince of Wales, in Copenhagen Road, 7th September, 1807, of which the following is a copy:—

SIR,

The communications which I have already had the honour to transmit to you, will have made the Lords Commissioners of the Admiralty acquainted with the proceedings of the fleet under my command down to the 2d instant; I have now to add, that the mortar batteries which have been erected by the army in the several positions they had taken round Copenhagen, together with the bomb-vessels, which were placed in convenient situations, began the bombardment in the morning of that day, with such power and effect, that in a short time, the town was set on fire, and by the repeated discharges of our artillery, was kept in flames in different places till the evening of the 5th, when a considerable part of it being consumed, and the conflagration having arrived at a great height, threatening the speedy destruction of the whole city, the general commanding the garrison sent out a flag of truce, desiring an armistice, to afford time to treat for a capitulation. After some correspondence had passed between the Danish general and Lord Cathcart and myself, certain articles were agreed upon, of which I have the honour to transmit you a copy. From these their lordships will perceive, that all the Danish ships and vessels of war, (of which I enclose a list), with the stores in the arsenal, were to be delivered up to such persons as should be appointed to receive them on the part of his Majesty. I accordingly appointed Sir Home Popham for this purpose, and having made the necessary arrangements for equipping them with the utmost despatch, I have committed the execution of this service to Vice-Admiral Stanhope, in whose ability and exertions I can place the fullest confidence.

I am happy on this occasion to express the warm sense I entertain of the cordial co-operation of the army, by whose exertions, with the favourable concurrence of circumstances, under Divine Providence, ever since we left England, our ultimate success has been more immediately obtained. I must also convey to their lordships, in terms of the highest approbation and praise, the conspicuous zeal and earnest endeavours of every officer and man under my command, for the accomplishment of this service; and although the operations of the fleet have not been of a nature to afford me a general and brilliant occasion for adding fresh testimony to the numerous records of the bravery of British seamen and marines, yet the gallantry and

energy displayed by the advanced squadron of sloops, bombs, gun-brigs, &c. which were employed under the command of Captain Puget, to cover the operations of the left wing of the army from the Danish flotilla, ought not to be passed over in silence. I have beheld with admiration the steady courage and arduous exertion with which on one occasion in particular they sustained for more than four hours a heavy and incessant cannonade with the Danish batteries, block ships, praams, and gun-boats, in a situation where from the shoalness of the water it was impossible to bring any of the large ships to their support.

I feel it my duty to make a particular acknowledgment of the aid I have derived from Sir Home Popham, captain of the fleet, whose prompt resources and complete knowledge of his profession, especially of that branch which is connected with the operations of an army, qualify him in a particular manner for the arduous and various duties with which he has been charged.

I herewith enclose an account of the killed and wounded.

I beg leave to refer their lordships to Captain Collier, whom I have charged with this despatch, for any further particulars they may desire to know. I have the honour to be, &c. J. GAMBIER.

An Account of the Killed and Wounded on board the advanced Squadron, on the 23d of August, 1807.

Cruizer—Lieutenant Woodford, killed.—*Fearless*—2 seamen, killed; Lieutenant Williams (slightly), 1 seamen, and 4 marines, wounded.—*Indignant*—1 seaman, killed; 1 seaman, wounded.—*Urgent*—1 seaman and 1 marine, wounded.—*Valiant's Launch*—3 seamen, wounded.—*Africaine's Boat*—1 seaman, wounded.—Total, 4 killed, 13 wounded.

A List of Killed and Wounded by the Explosion of the Charles armed Transport, attached to the advanced Squadron, on the 31st August, 1807.

Belonging to the Valiant.—2 seamen, killed; Lieutenant N. Rowe, Mr. Philip Tomlinson, master's mate (since dead of his wounds), and 12 seamen, wounded.

Belonging to the Transport.—Mr. James Moyase, master, and 7 seamen, killed; 7 seamen, wounded. J. GAMBIER.

A List of the Danish Ships and Vessels delivered up by the Capitulation of Copenhagen to his Majesty's Forces, September 7, 1807.

Ships.	Guns.	When built.
Christian the Seventh	96	1803
Neptune	84	1789
Waldemaar	84	1798
Princess Sophia Frederica	74	1775
Justice	74	1777
Heir Apparent Frederick	74	1782
Crown Prince Frederick	74	1784
Fuen	74	1787
Oden	74	1788
Three Crowns	74	1789
Skiold	74	1792
Crown Princess Maria	74	1791
Danemark	74	1794
Norway	74	1800
Princess Caroline	74	1805
Detmarsken	64	1780
Conqueror	64	1795
Mars	64	1784
Frigates.		
Pearl	44	1804
Housewife	44	178[illegible]
Liberty	44	179[illegible]
Iris	44	1795
Rota	44	1801
Venus	44	1805
Nyade	36	1796
Triton	28	1790
Frederigstein	28	1800
Little Belt	24	1801
Fylla	24	1802
St. Thomas	22	1779
Elbe	20	1800
Eyderen	20	1802
Gluckstad	20	1804
Brigs.		
Sarpe	18	1791
Glommen	18	1791
Ned Elven	18	1792
Mercure	18	1806
Courier	14	1801
Flying Fish		1789

Gun Boats.

Eleven with two guns in the bow.

Fourteen with one in the bow and one in the stern.

J. GAMBIER.

SUPPLEMENT TO THE LONDON GAZETTE EXTRAORDINARY,

Of Wednesday, the 16th of September.

Prince of Wales, Copenhagen-Roads, September 1, 1807.

MY LORD,

Conceiving it to be of great importance to the success of his Majesty's arms against Zealand that every exertion should be used to deprive the enemy of the means which the merchant vessels at Stralsund may afford for transporting troops from thence to this island, I have judged it my duty to issue orders (of which the enclosed is a copy) for the blockade of Stralsund; and I hope that this measure will meet with your lordship's approbation.

I have the honour to be, &c.

The Right Hon. Viscount Castlereagh. (Signed) J. GAMBIER.

By James Gambier, Esq. Admiral of the Blue, and Commander in Chief of a fleet of his Majesty's ships and vessels employed on a particular service.

Whereas I have received information that the French army is in possession of Stralsund, and it being essential to the service in which his Majesty's fleet under my command is employed, that no reinforcements should be sent from thence to the island of Zealand, you are hereby required and directed to station such part of the force under your orders off Stralsund, as you may judge sufficient for the above purpose, as well as for maintaining a close blockade thereof; and to this end you are to direct the captains and commanders of the ships and vessels which you may employ on the above service, to give notice of this blockade to any neutral vessels which they may find going into the port above mentioned, or into any of the channels or creeks leading thereto, or connected therewith, with directions not to enter the same; and in case any neutral vessel, after having received this notice, shall attempt to enter into the said port, or into any of the channels or creeks leading thereto or connected therewith, the said captains and commanders are hereby authorised and required to detain such vessels, and leaving their respective masters and a proportion of their crews on board to assist in navigating them, put a careful petty officer, with as many seamen as may be necessary into them respectively, and send them to me at this anchorage.

Given on board the Prince of Wales, off Copenhagen, Aug. 23, 1807.

(Signed) J. GAMBIER.

To Commodore R. G. Keates, &c. &c. &c. Superb.

By command of the admiral,

(Signed) Jos. Trounsell.

Prince of Wales, off Copenhagen, September 2, 1807.

MY LORD,

I have the honour, in reply to your letter of the 26th instant, to transmit to you a copy of the summons which was yesterday sent in to the governor of Copenhagen, and the governor's answer; by which your lordship will be informed of the terms which, in pursuance of your former instructions, Lord Cathcart and myself conceived it our duty to propose previously to the opening of the batteries against the city. Not conceiving it expedient to suspend our operations so long as to allow the governor to communicate with his Danish Majesty, we have apprised General Peyman of our determination, in a letter, of which I have the honour also to transmit your lordship a copy.

I have the honour to be, &c.

J. GAMBIER.

The Right Honourable Viscount Castlereagh.

British Head-Quarters, before Copenhagen,
SIR, *September* 1, 1807.

We, the Commanders in Chief of his Majesty's sea and land forces now before Copenhagen, judge it expedient at this time to summon you to surrender the place, for the purpose of avoiding the further effusion of blood, by giving up a defence, which it is evident cannot long be continued.

The King our gracious master used every endeavour to settle the matter now in dispute, in the most conciliating manner, through his diplomatic servants.

To convince his Danish Majesty, and all the world, of the reluctance with which his Majesty finds himself compelled to have recourse to arms, we the undersigned, at this moment, when our troops are before your gates, and our batteries ready to open, do renew to you the offer of the same advantageous and conciliatory terms which were proposed through his Majesty's ministers to your court.

If you will consent to deliver up the Danish fleet, and to our carrying it away, it shall be held in deposit for his Danish Majesty, and shall be restored, with all its equipments, in as good state as it is received, as soon as the provisions of a general peace shall remove the necessity which has occasioned this demand.

The property of all sorts which has been captured since the commencement of hostilities will be restored to its owners, and the union between the united kingdoms of Great Britain and Ireland and Denmark may be renewed.

But if this offer is rejected now, it cannot be repeated. The captured property, public and private, must then belong to the captors; and the city, when taken, must share the fate of conquered places.

We must request an early decision, because in the present advanced position of the troops so near your glacis, the most prompt and vigorous attack is indispensable, and delay would be improper.

We therefore expect to receive your decision by . We have the honour to be, &c.

J. GAMBIER,
Commander in Chief of his Majesty's Ships and Vessels in the Baltic.
CATHCART.

His Excellency General Peyman, Governor of Copenhagen, &c. &c. &c.

MY LORDS, *Copenhagen, Sept.* 1, 1807.

Our fleet, our own indisputable property, we are convinced is as safe in his Danish Majesty's hands as ever it can be in those of the King of England, as our master never intended any hostilities against yours.

If you are cruel enough to endeavour to destroy a city that has not given any the least cause to such a treatment at your hands, it must submit to its fate; but honour and duty bid us to reject a proposal unbecoming an independent power; and we are resolved to repel every attack, and defend to the utmost the city and our good cause, for which we are ready to lay down our lives.

The only proposal in my power to make, in order to prevent further effusion of blood, is to send to my royal master, for learning his final resolution, with respect to the contents of your letter, if you will grant a passport for this purpose. I am, &c.

(Signed) PEYMAN.
Commander in Chief of his Danish Majesty's Land Forces.

His Excellency Admiral Gambier, and Lord Cathcart, Commanders in Chief of the British sea and land Forces.

Head-Quarters before Copenhagen,
SIR, *September 2, 1807.*

It is with great regret that we acquaint you that it is not in our power to suspend our combined operations during the time necessary for consulting your government.

We have done the utmost within the limits of our authority in offering to you, at this moment, terms as advantageous as those which were proposed to prevent a rupture.

We shall deeply lament the destruction of the city, if it is injured; but we have the satisfaction to reflect, that, in having renewed to you, for the last time, the offer of the most advantageous and conciliatory terms, we have done our utmost to save the effusion of blood, and prevent the horrors of war. We have the honour to be, &c.

(Signed) J. GAMBIER, Admiral, &c.
CATHCART, Lieut. Gen. &c.

His Excellency Major-General Peyman, Commander in Chief of his Danish Majesty's land forces, Copenhagen.

Prince of Wales, Copenhagen Roads,
MY LORD, *September 5, 1807.*

I have the honour to transmit your lordship a copy of an order which I judged it my duty to issue on the 17th ult. for detaining Danish vessels; in consequence of which, the ships under my command have sent into this anchorage, sixty sail, which I have kept here, in order that, if circumstances should have made it expedient, in treating for the Danish fleet, to agree to deliver up all private property that had been taken since the commencement of hostilities, the said vessels might have been restored to their proper owners; but the Danes not having accepted the proposals made to them for the above purpose, it is my intention to send the said vessels to London under proper convoy, to be dealt with according to his Majesty's pleasure. I have the honour to be, &c.

J. GAMBIER.

The Right Honourable Viscount Castlereagh.

By James Gambier, Esq. Admiral of the Blue, and Commander in Chief of a Fleet of his Majesty's Ships and Vessels, employed on a particular service.

Hostilities having this day commenced between his Majesty's arms and those of Denmark, by the Danish gun-boats having captured and destroyed a British merchant ship passing Copenhagen, the flag officers, captains, and commanders of his Majesty's ships and vessels under my command, are hereby authorised and required to use their utmost endeavours to take possession of and detain any ships or vessels of war belonging to the King of Denmark, or any merchant vessels whatsoever, with their cargoes belonging to subjects of his Danish Majesty, observing to send all such ships and vessels to me, to be dealt with as circumstances shall require.

Given under my hand on board the Prince of Wales, off Copenhagen, August 17, 1807.

(Signed) J. GAMBIER.

By command of the admiral,
(Signed) JOS. TTOUNSELL.

Extract of a Letter from Lieutenant-General Lord Cathcart to Viscount Castlereagh, dated Hellerup, before Copenhagen, Aug. 31, 1807.

I have now the honour of enclosing a continuation of a journal from the 22d of August to the 1st of September.

Journal of the Army under the Command of Lieut. Gen. Lord Cathcart, from the morning of the 22d of August to the Evening of the 1st September, 1807; together with a List of all Casualties within that period.

Head-Quarters, Copenhagen, Sept. 1. 1807.

AUGUST 22.

Brigadier-General M'Farlane's division having landed the preceding evening, joined the army, and encamped in the rear of head quarters. Lieutenant-General the Earl of Rosslyn's division marched from the place of debarkation to Damhuis and adjacents. Arrangement and distribution settled for forming the park, and progress of providing for mortar batteries.

23d. Lieutenant-General the Earl of Rosslyn's corps joined the army, and took its position in the second line covering the centre.

The advanced squadron of his Majesty's gun-brigs and bomb vessels having taking a position near the entrance of the harbour, within the Crown battery, were attacked at ten in the morning, by all the enemy's gun-boats and praams, supported by the fire of the Crown battery, block-ship, and some of the works; having maintained this position for several hours, they at length retired, some of them having been more than once on fire by red hot shot. The batteries near the Mill having acted with effect upon the gun-boats, the latter turned their fire upon them, but were obliged to retire with considerable loss.

24th. At three in the morning the army was under arms; the centre advanced its position to the height near the road which runs in a direction parallel to the defences of Copenhagen, to Fredereicksberg, occupying that road and some posts beyond it. The guards at the same time occupied the suburbs between Fredereicksberg and Copenhagen, flanked by a detachment of the 79th. They dislodged a piquet of the enemy, who in their retreat concealed thirteen three-pounders, which have since been found.

All the piquets of the enemy fell back to the lakes or inundations in front of the place; our piquets occupying their ground. In the afternoon, the garrison shewed itself on all the avenues leading from the town, apparently with a design either to recover their ground, or to burn the suburbs. The several generals immediately drove them in, each in his own front, and at the same time seized all the suburbs on the north bank of the lakes, some of which posts are within four hundred yards of the ramparts.

Sir David Baird's division turned and carried a redoubt which the enemy had been some days constructing, and which was that night converted into a work against him.

The enemy set fire to the end of the suburb nearest to the place the upper part of which was occupied by the guards, and was now defended by them. In consequence of this general success, the works which had been intended and begun by us, were abandoned, and a new line was taken, within about eight hundred yards of the place, and nearer to it on the flanks.

25th. The mortar-batteries in the advanced line made considerable progress. A heavy fire was kept up by the garrison on the suburbs and buildings near the lake, which were strengthened as much as circumstances would allow. The navy and artillery employed in landing ordnance and stores, and forwarding them to different parts of the line.

Lieutenant-General the Earl of Rosslyn's corps, which had a considerable share in occupying the suburbs, relieved the reserve, which moved into second line.

The enemy's gun-boats made their appearance in the channel between Omache and Zealand, and cannonaded the guards in the suburb. Progress made in preparing a battery to protect the right from the gun-boats. Frequent skirmishes with sharp-shooters on the right and centre, and several shells thrown from the lines.

26th. Sir Arthur Wellesley with the reserve, eight squadrons of cavalry, and the horse artillery, under Major-General Linsengen, the 6th battalion of the line, King's German legion, and the light brigade of artillery belonging to the reserve, marched to Roskeld Kroe. The gun-boats made an attack on the left of our position, and were twice driven in by the windmill batteries, one boat having blown up, and several others having suffered considerably. The guards severely cannonaded by the gun-boats; the enemy likewise attempted a sortee, but was quickly driven back.

27th. At day-break the battery of four twenty-four pounders opened on the right, and drove in the gun-boats, one of which was damaged. Sir Arthur Wellesley marched in two divisions, to attack the enemy in front and rear at Koenerup, but he had moved up towards Kioge, upon which Sir Arthur took a position to cover the besieging army. General Peyman applied for an armistice of thirty-six hours to remove the patients from St. John's hospital. Four hours was proposed to him, which offer he did not accept, and several shots were fired through the said hospital.

28th. Progress made in landing and bringing forward ordnance and stores, as well as in making batteries and communications.

29th. Sir Arthur Wellesley marched to Kioge, where he completely defeated and dispersed the enemy, taking upwards of sixty officers and one thousand five hundred men, fourteen pieces of cannon, and a quantity of powder, and other stores. The patients of St. John's hospital were removed to the chapel at Fredereicksberg, and adjacent houses; the Danish general thankfully acceding to this removal, and declaring that it was not fired upon by the order or with his knowledge.

30th. Batteries nearly finished, platforms laid, and two-thirds of the ordnance mounted. New battery planned and begun, near the Chalk Mill Wharf.

31st. The enemy attempted a sortie on the right, before sunrise, and were stopped by a piquet of the 50th regiment, commanded by Lieutenant Light.

They persevered for some time, and were repulsed by the piquets with loss. Sir David Baird twice slightly wounded; but did not quit the field.

The Danish General Oxholm arrived with his officers at head-quarters, when they were put on parole, and sent to their respective homes.

In the evening one thousand five hundred prisoners were distributed in the fleet.

The batteries in progress; all armed and completed, except the Chalk-Kiln-battery, which is close to the enemy.

The gun-boats attacked the in-shore squadron of light vessels; blew up one of them, and obliged them to retire; the gun-boats as well as the block-ship, having apparently suffered considerable damage from the batteries at the Windmill.

September 1. The mortar batteries being nearly ready for action, the place was summoned. The answer arriving late, accompanied by a desire, on his part, to take the pleasure of his Danish Majesty, the reply could not be sent till the following day: during all these days the enemy has fired from the walls and out-works with cannon and musketry upon the advanced posts, and has thrown many shells on all parts of the line, but has had no success, except in setting fire to some houses, and cutting some trees on his own side of the lakes.

(Signed) CATHCART.

Head Quarters, before Copenhagen.
September 2, 1807.

MY LORD,

I have the honour to transmit herewith the report of the expedition undertaken by Brigadier-General Von der Decken: in the course of which he

made a great number of troops capitulate, and also took possession of the foundry and powder-mills at Friedrickswerk. Amongst the inclosures is the capitulation, which has been ratified; and the commanding general in Copenhagen has actually permitted the artillerymen included in the capituation, but who were serving in the place, to come out of the town as prisoners on capitulation.

The talents, zeal, and activity of the brigadier-general have rendered him extremely useful on every occasion which has occurred to employ him.

I have the honour to be, &c. (Signed) CATHCART.

The Lord Viscount Castlereagh, &c.

MY LORD, *Jagerberg, Aug. 19th, 1807.*

After I had the honour to state to your lordship yesterday, the capture of six waggons loaded with powder, and also of a considerable quantity of arms at Friederickstadt, which I have sent to Major-General Von Linsengen, I learned that a convoy of one hundred and eighty waggons, loaded with gunpowder, and escorted by upwards of five hundred men, was on its way to Friedrickstadt, after having in vain attempted to enter Copenhagen by way of Roeskilde, I resolved to attempt to cut it off from Friedrickswerk, and proceed for that purpose to Krigume. I was informed here that the said convoy had passed there two hours before, that the escort was very much fatigued, and had begun to desert. I was told that Friedrickswerk was a very strong position, defended by a corps called the volunteers of that place, raised by the crown prince for the protection of the powder mills and arsenal there. Although the horses of my detachment (which was composed of one hundred light dragoons of the 1st light, including eighteen dragoons of the 3d) were very fatigued, yet I thought it advisable to attempt to take the place by surprise. I approached Friedrickswerk at one o'clock of the morning. Captain Krauckenberg, of the first light dragoons succeeded in surprising an advanced piquet of nine men. In arriving near the entrance, where we expected to find a battery, we met an officer, who informed me that the commanding officer was willing to capitulate if I would grant him honourable terms. After some conversation with Major Tschering, aide-de-camp to the prince and governor of that place, he agreed to surrender with his corps, (eight hundred and sixty strong, including officers,) under the condition that he and his corps should not serve during the war, or until an exchange had taken place.

I found great quantity of powder, (about one thousand six hundred centners) a number of guns and small arms. As I had no means to carry off the powder, and even no time to destroy it, I was obliged to be satisfied with the promise of the major and all the officers upon honour, that neither powder nor stores should be issued to the Danes. As there was no means of getting waggons, I was obliged to be satisfied with carrying off the four guns, and half the arms of the corps which had surrendered, and which I have delivered to Major-General Linsengen.

I left Friedrickswerk this morning at five o'clock, and found myself soon after attacked almost in all the villages by peasants armed with forks, delivered to them for that purpose by the Danish government, the greater part on foot, but some on horseback. The dragoons took about fifty of these peasants and five horses without any loss on our side. On receiving information that all the roads in the woods before and behind Friedrickswerk were full of peasants (some of which were armed with rifles), I changed my road by marching to the left, where the ground is open, and I discharged the peasants, after explaining to them the object of our being in this country.

I cannot conclude this long report without certifying to your lordship my great satisfaction with the conduct of the officers and men which I have

had the honour to command on this occasion, and to recommend to your lordship's notice Captain Krauckenberg of the 1st light dragoons.

I have the honour to be, &c. FRIED. VON DECKEN, Brigadier-General.

Lieutenant-General the Right Hon. Lord Cathcart.

Head-Quarters, before Copenhagen, September 2, 1807.

MY LORD,

Having stated to your lordship in my despatch of the 22d the preparation of force which was assembling under Lieutenant-General Castenschiold, and my intention of detaching a force to disperse them before they should be in a state to undertake any enterprize; I have now the greatest pleasure in transmitting the report I have received from Sir Arthur Wellesley, to whom, with the assistance of Major-General De Linsengen, and Brigadier General Stewart, that service was entrusted.

The major-general marched on the 26th of last month to Roeskild Kroe, and proceeded on the following day to attack the position at Borneruk, which was occupied according to the last reports by the Danes; Major-General Linsengen having made a long detour towards the sea, for the purpose of cutting off their retreat, and attacking the rear.

But finding that the enemy had moved off by the right to Kioge, Sir Arthur Wellesley fell back to Roeskild Kroe, extending to his left to cover the besieging army until the cavalry and infantry, who had made a forced march, had time to refresh. He then proceeded to attack and defeat the enemy in a general action. The deroute appears to have been complete.

Major-General Oxholm was within a mile of this action, in his way to join General Castenschiold, with a corps collected in the southern islands, which had got over. He endeavoured to stop the fugitives, but could make no effectual resistance; this corps would have endeavoured to connect itself with some sortie from the place, and would soon have been troublesome.

Sir Arthur Wellesley has moved into the centre of the island, to disarm and quiet the country.

The only corps which appears to have kept together is the cavalry; but by the last accounts these have been found by the patroles, and will be followed up.

The general and his officers, who are mostly of their militia, have been released on a very strict parole; the general being responsible for them; but their men, one thousand five hundred, to which near one hundred have since been added, are distributed in his Majesty's line of battle ships; the dread of which will, perhaps, induce the remaining militia of this description to be averse to quitting their homes.

I trust, that it will appear that the affair of the 29th, at Kioge, is as useful as it is brilliant. I have the honour to be, &c.

The Viscount Castlereagh, &c. (Signed) CATHCART.

Kioge, August 29, 1807.

MY LORD,

According to the intention which I announced to your lordship on the evening of the 27th I moved to Roeskild Kroe, and placed Colonel Reden at Vallensbrek: and General Linsengen marched yesterday morning to Roeskild: by these different movements his force became the right instead of the left.

Having had reason to believe that the enemy still remained at Kioge, I determined to attack him this day. I settled with General Linsengen, that he should cross the Kioge rivulet at Lille Sellyas, and turn the enemy's

left flank, while I should move along the sea road towards Kioge, and attack him in front.

Both divisions broke up this morning, and marched according to the plan concerted. Upon my approach to Kioge, I found the enemy in force on the north side of the town and rivulet, and they commenced a cannonade upon the patroles of hussars in my front; they had three or four regular battalions formed in one line, with cavalry on both flanks, and apparently a large body beyond the town and rivulet. At the time agreed upon with General Linsengen, I formed my infantry in one line, with the left to the sea, having the two squadrons of Hussars upon the right. There had been some appearance of a movement by the enemy to their left; and I had not had any communication with General Linsengen, and was not certain that he had passed the rivulet, I therefore thought it proper to make the attack in an echellon of battalions from the left; the whole covered by the 1st battalion 95th regiment, and by the fire of our artillery.

It fell to the lot of the 92d regiment to lead this attack, and they performed their part in the most exemplary manner, and were equally well supported by the 52d and 43d.

The enemy soon retired to an entrenchment which they had formed in front of a camp on the north side of Kioge, and they made a disposition of their cavalry upon the sands to charge the 92d in flank while they should attack this entrenchment. This disposition obliged me to move Colonel Reden's hussars from the right to the left flank, and to throw the 43d into a second line; and then the 93d carried the entrenchment, and forced the enemy to retreat into the town in disorder. They were followed immediately in the most gallant style by Col. Reden and his hussars, and by the 1st battalion 95th regiment, and afterwards by the whole of the infantry of my corps. Upon crossing the rivulet, we found General Linsengen's corps upon our right flank, and the whole joined in the pursuit of the enemy.

Major-General Ozhoken, the second in command, who had joined the army with four battalions last night from the Southern Island, attempted to stand in the village of Herfolge, but he was attacked briskly by the hussars, with detachments of which were Captain Blaquiere and Captain Cotton of the staff, and by a small detachment of the 1st of the 95th; and he was compelled to surrender with Count Wedel Jarlsburg, several other officers, and four hundred men.

The loss of the enemy has been very great, many have fallen, and there are nearly sixty officers, and one thousand one hundred men prisoners. In their flight they have thrown away their arms and clothing, and many stands of the former have fallen into our hands. I believe that we have taken ten pieces of cannon; but I have not yet received all the reports from the detachments employed in the pursuit of the enemy. I have not seen General Linsengen, as he is still out with his hussars, but I understand that the enemy had destroyed the bridges at Little Salbye, which was the cause of the delay of his operations upon their flank.

I cannot close this letter without expressing to your lordship my sense of the good conduct of the troops; all conducted themselves with the utmost steadiness; but I cannot avoid to mention particularly the 92d regiment, under the command of Lieutenant-Colonel Napier; the 1st battalion 95th regiment, under the command of Lieutenant-Colonel Bekwith; the British artillery, under the command of Captain Newhouse; the Hanoverian hussars, under Colonel Reden, and the Hanoverian light artillery, under Captain Sympter, as a corps that had particular opportunities of distinguishing themselves; I am also much obliged to General Linsengen and to Brigadier-General Stewart, for the assistance I received from them in the formation and execution of the plan by which the enemy

have been defeated. The officers of the staff have also rendered me much assistance; and I must particularly mention Captain Blaquiere and Captain Campbell.

I have the honour to be, &c.

(Signed) ARTHUR WELLESLEY.

Lieutenant-General Lord Cathcart. K.T.

P. S. We have taken a large store of powder and other military stores in this town, which I propose to destroy, if I should not be able to prevail upon the captain of one of his Majesty's ships to take charge of them.

Head-quarters before Copenhagen.
September 3, 1807.

MY LORD,

I have the honour to inclose an extract of a letter, dated Brasenborg, September 2, 1807, which has been received from Major-General Sir Arthur Wellesley, covering a report of Major General Linsengen's proceedings on the 29th ultimo, and containing an account of the present state of operations in that quarter.

Sir Arthur has established his head-quarters between Ringstedt, Roeskild, and Kioge, from whence he has sent strong patroles and reconnoitering parties in different directions. General Linsengen is at Ringstedt; and they are not without hopes of finding General Castenschiold and the cavalry, and of reducing any assembly of militia, or other troops that may remain.

A return of the ordnance and stores taken and destroyed, or embarked in his Majesty's ships, at Kioge, the amount of which is very considerable, will be transmitted as soon as it can be made up.

I have the honour to be, &c.

(Signed) CATHCART.

To Lord Viscount Castlereagh, &c.

Extract of a Letter from Major-General Sir Arthur Wellesley, K. B. *dated Brasenborg, September* 2, 1807.

MY LORD,

I have the honour to inclose a detailed report of the operations of the corps under Major-General Linsengen on the 29th.

Lieutenant-General Lord Cathcart, &c.

SIR, *Ringstedt, September* 1, 1807.

I have the honour herewith to transmit a detailed relation of the engagement before Kioge, on the 29th instant, in as far as it was connected with the troops I had the honour to command on that day.

I remain, &c.

(Signed) LINSENGEN, Major-Gen.

Major-General the Right Honourable
Sir Arthur Wellesley, K. B.

SIR, *Ringstedt, August* 31, 1807.

The right column, consisting of six squadrons of the 1st, 2d, and 3d, Light Dragoons, King's German Legion, five companies of the 95th, half a battery of horse-artillery, the 43d foot, and the 6th line battalion, King's German Legion, broke up from Roskiold by five o'clock on the 29th instant, reached Arstead by eight o'clock, when two squadrons that had been sent the night before from Roskiold to Arstead did join the division. This detachment, under the command of Major Grote, 1st Light Dragoon, had been sent to Arstead for the purpose to get information with regard to the enemy at, and in the neighbourhood of Ringstedt and Kioge. The major took two prisoners in the night; the one carrying despatches directed to a

Danish general, and detailing all our marches, and ascertaining the strength of our corps. The major likewise took thirty waggons with provisions. The column again, after a short halt, moved towards Laddger, on the road to Eigbye; having reached the former place, some armed militia, and small detachments, were seen towards Eigbye.

As it was my intention to cross the rivulet that runs from Gungard to Kioge at Yderholm, or Littenge Gaard, I detached one squadron, one gun, and two companies of the 95th riflemen, to the right, to reconnoitre either passage, under the command of Major Plessen, of the 1st Light Dragoons. The grounds between Eigbye and Dalbye being greatly covered with wood, intersected by a large morass, and found impracticable for a column to pass, the passage at Yderholm was given up, and that of Littenge Gaard forced on. The detachment under Major Plessen went along the left bank of the rivulet by Spanager to protect the right of the column, which moved on by Eigbye, at about half past nine o'clock, A. M. The cavalry being arrived at the banks of the rivulet, near Littenge Gaard, the planks over the bridge had been taken up, and nothing remained for the cavalry and part of the horse-artillery but to ford the rivulet, which they instantly did, and advancing along the right bank of it, halted to await the infantry and the rest of the horse-artillery, who, by this time, had arrived in close column at the bridge. The pioneers of the 6th battalion of the line repaired it so far in twenty-five minutes' time, that the infantry were enabled to pass by single files (which retarded much the progress of the column) whilst the rest of the horse-artillery passed through the ford. Till now the enemy did not in the least attempt to oppose us. After having passed the bridge the infantry moved on in close columns through Littenge Gaard, on the road to Kioge, between the rivulet and the wood. Here I ordered part of the 95th to clear the woods to the right of the column; the detachment of the 43d to do the same in front; and forming the 6th battalion, and the rest of the 43d in line, advanced with them, and the horse-artillery in the rear of the cavalry, four squadrons of which had already reached the plain at the end of the woods. In the mean while I detached two squadrons in the rear, directing them to cross the wood on the right, and to advance upon Swansberg Syllem to the bridge on the road between Hortfolge and Soeder. Major Plessen, who took the command, passed the wood, which, in the mean time, had been cleared by the rifle corps, and some sharpshooters of the 6th battalion, who met with little opposition, except some platoon firing, occasioned by several divisions of the enemy's infantry retreating out of the woods, the greatest part of whom were either taken prisoners, or cut to pieces. It was at this time that Lieutenant Ruedorf of the 1st Light Dragoons was dangerously wounded, together with Lieutenant Jance of the 3d Light Dragoons, whilst gallantly charging some infantry at the entrance of the Kioge.

The cavalry of Colonel Alten having passed the opening between the woods, I ordered the horse-artillery to play upon a Danish column of infantry, retreating from Kioge towards the shore, which Captain Wetzelben executed with as much precision as effect; but a few shots were fired by the Danish artillery, the same being soon silenced by the superior firing of the British. The cavalry during this had taken eighteen waggons with ammunition, arms, and accoutrements, and made a few prisoners.

The country being much intersected with high banks and ditches, did not allow the 6th battalion and 43d to advance in line, they were obliged to cross them, by filing in divisions before they could reach the plain before the wood, where they formed the line again. By this time the squadron of Major Plessen having crossed the wood in front of Ashay, and advancing across the plain, overtook about fifty waggons, partly laden with baggage, ammunition, arms, &c.; and being obliged to leave a good number

of men with them and the prisoners, they greatly weakened their strength, and were necessitated to wait the arrival of the centre, under Colonel Alton, whom I, after he had passed Clemenhap, ordered to advance speedily upon Helfalze, where part of a Danish column of infantry had taken possession of the church-yard. Colonel Alten inclined to the right with his squadrons in order to turn the village and whilst the light artillery opened a fire upon the church, and some riflemen of the 95th assailed it in flank, he and Lieutenant Schnuring, of the 2d Light Dragoons, rapidly advanced with sixteen hussars, obliged the Danish general Oxenholm, four officers, and about one hundred and fifty privates, to lay down their arms; on this occasion a corporal of the 2d Light Dragoons was shot, and several horses wounded. The village having been taken, the cavalry, joined by the horse-artillery, followed up their advantage by pursuing the enemy towards Soedar, where many prisoners were taken.

The infantry being unable to follow the rapid movements of the cavalry, took a position near Swansberg; and perceiving the enemy completely routed, I took the road through the wood by Fuagerod, and from thence to Giersier, in order to pursue the enemy in the right flank, and watch his movements in his retreat, protecting, at the same time, the flanks of my cavalry that had advanced towards the heights of Soedar, losing sight of the enemy. The cavalry of my division received orders, with the 95th rifle corps, to fall back to us to take a position with their advanced posts from Lillenge Gaard by Ashay, Swansberg, Siliecrass, and Vinkiold, to cover the head-quarters at Kioge.

The 6th battalion, part of the 43d foot, some horse-artillery, and a few cavalry, followed me to Giersler, and with some detachments pursued the retreating enemy towards the plains of Ringstedt.

The conduct of both officers and men on this occasion claims my warmest thanks; and I beg leave to bring to your notice Colonel Hohnstedt. who commanded the infantry, and Colonel Alten, who led the cavalry, and Lieutenant Wade, at the head of the rifle corps and light infantry, who all three, by their zeal and attention, greatly assisted me.

I have the honour to be, &c.

(Signed) LINSENGEN, Major Gen.

Major-General the Right Honourable
Sir Arthur Wellesley, K. B.

Head-quarters, before Copenhagen,
September 3, 1807.

MY LORD,

Forty-eight mortars and howitzers of different natures being in battery, and twenty 24-pounders, I proposed to the admiral to summon the place on the 1st instant, offering the terms which we had agreed to propose at this period, for the reasons stated in my despatch of the 31st ultimo.

I have now the honour to inclose copies of the summons, of the answer thereto, and of our reply to that answer; which last was sent as soon as communication could be had with the admiral on board, and closed the correspondence.

At half past seven in the afternoon, all our batteries opened for the first time, and the town was set on fire by the first general flight of shells.

It was afterwards on fire in another quarter.

The navy also threw some shells, and the firing continued on shore twelve hours without producing any overture on the part of the garrison.

The enemy's fire was very slack during the night, and progress has been made in the new works of attack.

I have the honour to be, &c.

(Signed) CATHCART.

The Lord Viscount Cast'ereagh, &c.

N. B. The inclosures alluded to in the above are the same as are annexed to Admiral Gambier's letter of the 2d September.

MEMORANDUM.

Copies of Notes which passed between Lieutenant-General Lord Cathcart and General Peyman, alluded to in the Despatches of Admiral Gambier and Lord Cathcart, which were published in the Extraordinary Gazette of Yesterday.

MY LORDS, *Copenhagen, Sept.* 5, 1807.

For preventing further effusion of blood, and not exposing the city to the sad consequences of a longer bombardment, I propose an armistice of twenty-four hours, in order to come to an agreement that may lead to the settling of the preliminary articles of a capitulation.

It is with the highest personal consideration I have the honour to be, &c.

(Signed) PEYMAN,
Commander in Chief of his Majesty's Land Forces.

To the Commanders in Chief of the British Sea and Land Forces.

Head-Quarters, before Copenhagen, September 5, 1807.

SIR,

The same necessity which has obliged us to have recourse to arms in the present occasion, compels me to decline any overture which might be productive of delay only; but to prove to you my ardent desire to put an end to scenes which I behold with the greatest grief, I send an officer who is authorised to receive any proposal you may be inclined to make relative to articles of capitulation, and upon which it may be possible for me to agree to any, even the shortest armistice.

I have the honour to be, &c.

(Signed) CATHCART, Lieut. Gen.

His Excellency Major-General Peyman, Commander in Chief of his Danish Majesty's Land Forces, Copenhagen.

MY LORD, *Copenhagen, Sept.* 5, 1807.

The proposal has been made without any the least dilatory intention, but the night being too far advanced for deliberating upon a matter of such very high importance, with the respective departments, a measure necessary on account of his Majesty's absence, and that of the Prince, and my state of health not permitting me to proceed as expeditiously as I wish, I engage to send to-morrow before twelve o'clock the articles relative to the capitulation, and have in the mean time the honour to be, &c.

(Signed) PEYMAN.
Commander in Chief of his Majesty's Land Forces.

Lord Cathcart, Commander in Chief of the British Troops.

Head-Quarters, before Copenhagen, September 6, 1807.

SIR,

Having communicated to Admiral Gambier your letter received this morning, together with those of last night, I have to acquaint you, that we will consent to treat with you for the capitulation of Copenhagen, on the basis of your delivering up the Danish fleet.

But as you have not forwarded articles of capitulation, officers of rank in the sea and land service of his Britannic Majesty, shall be sent forthwith, to prepare articles with you, or with the officers you may appoint, and which may, if possible, unite the objects you have in view, in regard to the occupation of Copenhagen, with the performance of the service entrusted to us.

I have the honour to be, &c.

(Signed) CATHCART, Lieut. Gen.

His Excellency, Major-General Peyman, Commander in Chief of his Danish Majesty's Land Forces, Copenhagen.

MY LORD, *Copenhagen, September* 6, 1807.

I accept of your proposal with respect to the delivering up of his Majesty's fleet, as the fundamental basis of negociations; but with this proviso, that no other English troops enter the city than those commissaries, officers, and military men, who shall be stipulated and agreed on, in the course of the said negociations.

I have the honour to be, &c.

(Signed) PEYMAN,
Commander in Chief of his Majesty's Land Forces.

Lord Cathcart, Commander in Chief of the British Troops.

MY LORD, *Copenhagen, Sept.* 6, 1807.

As soon as you shall be pleased to appoint a neutral place out of the town where to meet on both sides for regulating the articles of capitulation, officers provided with full powers for negociating shall be sent, and in the interim the armistice is considered as subsisting till contrary orders should be given.

I have the honour to be, &c.

(Signed) PEYMAN.
Commander in Chief of his Majesty's Land Forces.

Lord Cathcart, Commander in Chief of the British Troops.

Head-Quarters before Copenhagen, September 6, 1807.

SIR,

The officers appointed to treat with you are, Major-General the Right Honourable Sir Arthur Wellesley, K.B. Sir Home Popham, Captain of the fleet, and Lieutenant-Colonel Murray, Deputy Quarter-Master-General of the army. These officers are waiting at the Barrier, and will meet the officers named by you, at any place you may appoint for immediate discussion, between our advanced posts and your lines.

Orders were given to desist from the bombardment, and to cease firing the moment your first letter was received; but there has been no armistice concluded; a proof of which is, that a house in the suburbs has been set on fire within these few minutes by your people, close to our centinels.

As we have already stated more than once, we can admit of no delay in this business, and therefore it will immediately appear, whether the articles proposed are of such a nature as to warrant an armistice.

I have the honour to be, &c.

(Signed) CATHCART, Lieut. Gen.

His Excellency Major-General Peyman, Commander in Chief of his Danish Majesty's Land Forces.

Promotions and Appointments.

Sir James Saumarez, Bart. is appointed commander in chief on the Guernsey and Jersey station.

Captain Loring has taken the command of the sea fencibles in the Portsmouth district.

Captain Walpole (son of the Hon. Captain Walpole), who was taken in the Minerve, and is lately returned from Paris, is appointed to the Pilot, a new brig at Portsmouth.

Captain Dumaresq, to the Diomede, of 50 guns, at Portsmouth, which is fitting for Sir James Saumarez's flag, at Guernsey.

Captain Tucker is appointed to the Dover frigate (late Duncan), in the East Indies,

Captain Charles Bullen, who commanded the Britannia in the great and glorious action of Trafalgar, on Thursday commissioned la Volontaire frigate, at Portsmouth.

Captain Downman is appointed commodore of the division of prison ships at Portsmouth: he is to hoist his broad pendant on board the Assistance, Lieutenant J. M'Arthur.

Captain Jones is appointed to command the Namur, of 74 guns, which is to be stationed as a guard ship at the Nore.

Captain Fowke is appointed to command the Rochester prison ship, and is to superintend the whole of the prison ships in the river Medway.

His Majesty has been graciously pleased, by his order in council, to direct that a pension of 200l. per annum be settled on the widow of the late Admiral Sir T. Louis, Bart. who died in the Canopus, off Egypt.

We have received a series of the *Madras Courier* to the 5th of March last, from which we have extracted the following promotions:—

" His Excellency Sir T. Troubridge, Bart. commander in chief, has been pleased to make the following promotions,—*December* 31, 1806.

Captain Pigot, from the Harrier, post into the Java. Lieutenant Finley, of the Blenheim, commander, into the Harrier. Mr. Bold, Mr. Stewart, and Mr. Featherstone, midshipmen of the Blenheim, to be lieutenants of the Java. Mr. Dunsford, midshipman of the Blenheim, to be lieutenant of the Caroline. Mr. Campbell, midshipman of the Blenheim, to be acting lieutenant of that ship. Mr. Cowley, purser of the Harrier, to be purser of the Java. Mr. Othen, clerk of the Blenheim, to be purser

of the Herrier. Mr. Warburton, surgeon of the Harrier, to be surgeon of the Java. Mr. Martin, first assistant to the surgeon of the Blenheim, to be surgeon of the Harrier. Mr. Balfour, from half-pay, to be master of the Java. Captain Trowbridge, from the Macasser to the Greyhound, *vice* Elpihnstone, proceeding to Europe. Captain Wilbraham, from the Harrier to the Macasser. Lieutenant Pigot, to the rank of commander, into the Harrier. Mr. Jackson and Mr. Wilson, to be lieutenants, into the Macasser, *vice* Lieutenants Holmes and Whitehead, proceeding to Europe. Mr. Coffin to be lieutenant. Mr. Martin, master of the Greyhound, to be acting master of the Blenheim. Mr. Donavon, master of the Dasher, to be master of the Macasser.

Captain Campbell, to the Trident

Captain Matson, to command the prison-ships at Plymouth.

Captain C. Otter, to the Proserpine.

Captain Hanchett, to the Danish frigate Frederickswaern.

Captain Harris, to the Barracouta.

Captain J. Douglas (of Portsea), to the Eclipse.

BIRTH.

On Sunday, the 23d August, at Whyat's Cottage, Northwood, Isle of Wight, the lady of Captain H. Heathcote, of the royal navy, of a son.

MARRIAGES.

Lately, at St. John's, Newfoundland, Mr. Daniel Burne, purser of his Majesty's sloop Rattler, to Miss M'Curdy, daughter of the late John M'Curdy, Esq. surgeon, of St. John's.

On 9th August, Joseph Williams, Esq. lieutenant and quarter-master of the Portsmouth division of royal marines, to Miss Mortimer, eldest daughter of the late E. H. Mortimer, Esq. of Trowbridge.

At Cheltenham, the Hon. Captain Jones, of the navy, to Miss Palmer, daughter of the late T. Palmer, Esq. formerly of Portsmouth.

Lately, at Warblington Church, Captain Moore, of the navy (of Emsworth) to Miss Emily Holloway, of the same place.

In September, W. Landell, Esq. of the royal navy, to Miss Richardson, of Berwick.

In August, Captain J. Patterson, of the Hon. East India Company's ship Montrose, to Miss J. Patton, daughter of the governor of St. Helena.

At Edinburgh, Lieutenant Sprott, of his Majesty's schooner Herring, to Miss Kearney, daughter of M. Kearney, Esq.

In September, Captain Monkton, of the royal navy, to Mrs. Mackie, widow of the late Thomas Mackie, Esq. and only daughter of the late George Hutton, Esq. of Deptford.

OBITUARY.

On 2d April, at Bridgetown, Barbadoes, Mr. James Arnott, surgeon of his Majesty's ship Dart. He lived respected and died regretted by his

brother officers, who anxiously attended him during his last illness, and performed the last duties of friendship.

At Port Jackson, New South Wales, the 10th April, Mrs. Short, wife of Captain J. Short, of his Majesty's ship Buffalo, aged 33.

On the 27th August, near Wickham, Mrs. Bligh, wife of Captain John Bligh, of his Majesty's ship Alfred.

On 4th September, at his lodgings at Portsea, Sir Robert Chalmers, Bart. commander of the Alexander lazaretto, at the Motherbank. Sir Robert is succeeded in his title by his son, Lieutenant Chalmers, of the navy.

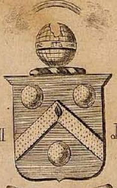
On board his Majesty's ship Pitt, in the East Indies, Mr. R. Talbot, midshipman, son of R. Talbot, Esq. of Stone Castle, Kent.

On 23d August, at Binfield Place, Berks, General Rowley, colonel of the 2d battalion of the 60th regiment, and youngest son of the late Admiral Sir William Rowley, K.B.

The following melancholy circumstance occurred a few days since:—Lieutenant Arthur Hyde Nason, of his Majesty's ship Racehorse (on the Guernsey station), for two or three days was uncommonly irritable, and much inclined to quarrel, particularly with those whom he had been in the strongest intimacy with. He seemed very thoughtful, and sometimes flighty, but so as not to give grounds for alarm. Whilst on his morning watch, he sent below (it blowing hard) to be relieved for a few minutes, saying he wished to do something below. Not returning as was expected, a midshipman was sent to call him, when he was found extended in his cabin, with a pistol in his hand, the ball of which had entered a little above the right ear, and, taking a transverse direction, was found nearly opposite. No reason can be assigned for this rash act. He destroyed all his papers the evening before; from which circumstance, and his having been only a short time in the Racehorse, his friends and relations are not known. He was a young gentleman of highly respectable character, and strict honour. He formerly belonged to the Theseus, and was recommended by Captain Hope, as an active intelligent officer.

We are sorry to announce a melancholy accident which occurred lately at Madras. The bar boat, having on board nine persons belonging to his Majesty's ship Java, broached too in the surf, which was very high and rapid; in consequence of which six persons who were sitting on the cross shafts of the boat, were thrown into the surf by the shock; of these, two were picked up unhurt by the catamarans, but the other four were unfortunately drowned. We believe the sufferers are, Mr. Bowles, first lieutenant; the purser, Mr. John Cowley; the carpenter, and boatswain. The other three men had placed themselves in the bottom of the boat, and were by that means saved, as the boat righted without shipping a drop of water. There is reason to think, that had the sufferers not incommoded the steersman by sitting in the stern-sheets, the accident would never have happened. One of the bodies only is yet found, on which a coroner's inquest will sit; but the inquisition has not been able to proceed, for want of witnesses to depose to the accident. The sufferer was recognised, and proved to be Mr. John Cowley, purser.

Engraved by H.R. Cook from a Miniature in the possession of Lady Ann Hope.



CAPTAIN WILLIAM JOHNSTONE HOPE.

Published Oct. 31, 1807 by J. Gold 103, Shoe Lane London.

BIOGRAPHICAL MEMOIR OF

CAPTAIN WILLIAM JOHNSTONE HOPE,

OF THE ROYAL NAVY.

> " ——It much imports you, 'tis your all,
> To keep your trade entire, entire the force
> And honour of your fleets; o'er that to watch
> E'en with a hand severe, and jealous eye."
>
> THOMSON

CAPTAIN HOPE, who at present has the honour of holding his Majesty's commission, as one of the Lords of the Admiralty, entered the naval service in the year 1776, under the patronage of his uncle, Commissioner Hope. The ship, in which he commenced his professional career, was the Weasel, of 14 guns;* and he afterwards accompanied his uncle, successively, into the Hind, Crescent, Iphigenia, and Leocadia; serving in the West Indies, on the coast of Guinea, in the North Seas, and at Newfoundland.

From the Leocadia, in 1782, Mr. Hope was removed into the Portland, of 50 guns, then bearing the flag of Vice-Admiral Campbell, at Newfoundland. In October, in the same year, he was promoted to the rank of lieutenant, in the Dædalus, of 32 guns; in which ship he remained till 1784, when she was ordered to be paid off at Chatham. Lieutenant Hope, it should be observed, had been re-commissioned to the Dædalus, after the peace of 1783, and sent to the Leith station, where he continued to serve till the period already mentioned.

He was soon afterwards appointed flag lieutenant to the late Admiral Milbanke, then serving in the Sampson, of 64 guns, as commander in chief, at Plymouth; and remained in that service till March 1786.†

---

* On the 30th of January, 1779, the Weasel, then commanded by Captain Lewis Robinson, on the Leeward Island station, was captured off St. Eustatia, by la Boudeuse, French frigate, of 36 guns. At the period of her capture, she was charged with despatches from Admiral Barrington.

† On the 8th of August, 1785, during the time that Lieutenant Hope was in the Sampson, a melancholy affair happened on board that ship,

It was in the month of February preceding, that his Royal Highness Prince William Henry, now Duke of Clarence, was appointed first lieutenant of the Pegasus, in Hamoaze, as preparatory to his assumption of post rank. On the 10th of April his Royal Highness received his commission, as captain of the Pegasus; having, in the interim, been pleased to request Lieutenant Hope to sail with him in that ship, and had actually applied for a third officer, for the purpose of his being with him.

Lieutenant Hope accordingly proceeded with the Prince to Newfoundland,* Halifax, and the West Indies; where, an unfortunate difference happening to take place between his Royal Highness and the officers of the Pegasus, it became a matter of prudence, on the part of Lieutenant Hope, to solicit a removal into the Boreas, at that time commanded by the heroic Nelson.†

In the winter of 1787, this officer was nominated one of the lieutenants of the Victory, then fitting for the flag of Earl Howe, the First Lord of the Admiralty; but as the disturbances in the United Provinces of Holland were speedily suppressed, by the vigorous measures of this country and of Prussia, he was soon afterwards paid off; and, for a short time, he remained on half-pay.

Lieutenant Hope was next appointed to the Adamant, of 50

The officers of the ward-room having invited some friends on board to spend the day, had drunk rather freely; and, after supper, a dispute arose between Captain Douglas, of the marines, and Mr. Walton, the master. In the progress of the quarrel, each became extremely violent; and Mr. Walton, being much irritated, struck Captain Douglas a severe blow. The latter gentleman immediately flew to his cabin, seized a bayonet, and, in despite of the exertions of the party in the ward-room, rushed out and stabbed Mr. Walton, who almost instantly expired. Captain Douglas was secured upon the spot, and delivered over to the civil power. In consequence of a verdict of *wilful murder* having been returned by the Coroner's Jury, he was afterwards conveyed to Launceston, where he took his trial at the assizes; but, as certain parts of the evidence appeared to be in his favour, he was convicted only of *man-slaughter*.

* The Pegasus sailed for Newfoundland on the 5th of June, in company with the Rose, Captain Henry Hervey.

† *Vide* NAVAL CHRONICLE, Vol. III. page 167.—The Boreas was paid off at Sheerness on the 30th of November, 1787.

guns, which was fitting for the flag of Sir Charles Douglas.* That officer died, without assuming his intended command; but Lieutenant Hope remained in the Adamant, which received the flag of Rear-Admiral Sir Richard Hughes,† who had been selected as commander in chief on the North American station, in lieu of Sir Charles Douglas.

In June 1788, the Adamant sailed for Halifax, where Lieutenant Hope remained till 1790, when he was appointed to command the Rattle sloop. In the month of June, in that year, Captain Knox, of the Adamant, was under the necessity of resigning his command, from ill health; in consequence of which, our officer was chosen to act as captain of that ship, which still bore Sir Richard Hughes's flag. From a circumstance nearly similar, Captain Hope shortly afterwards obtained another appointment. In the month of November following, Captain Lindsay, of the Penelope, resigned his commission, as captain in his Majesty's navy, and Captain Hope was nominated to succeed him. He accordingly took the command of the Penelope, *pro forma*, and then returned to the Adamant. The Board of Admiralty, however, did not think proper to confirm his commission for the Penelope; and, the Adamant having been ordered home, in the spring of 1791, he paid that ship off at Plymouth, in the succeeding month of June.

Captain Hope, we believe, was not farther employed till January, 1793, when he received the command of the Incendiary fire-ship; in which he remained till January, 1794, when he obtained post rank,‡ in the Bellerophon, then bearing the broad pendant, and afterwards the flag, of Sir Thomas Paisley. He was consequently in Lord Howe's engagement of the ever-memorable and "glorious *First of June*," in the same year.

---

* For a brief memoir of the professional services of this officer, the reader is referred to the XIVth volume of The NAVAL CHRONICLE, page 442.

† As a biographical memoir of Sir Richard Hughes is intended for speedy insertion in The NAVAL CHRONICLE, any authentic information which may be forwarded respecting him will be highly acceptable.

‡ January the 9th.

"Earl Howe having made the signal for the British ships to pass through the enemy's line, the Bellerophon immediately obeyed, and passed through in close action, accompanied by the Royal Charlotte and the Leviathan."*

For his share in this engagement, Captain Hope received the thanks of Parliament, and was presented with the gold medal, then first instituted by his Majesty, as a mark of honourable distinction for naval services.

He continued to command the Bellerophon, till January, 1795, when he was superseded by Lord Cranston; but, in the month of March following, in consequence of Captain Bentinck being taken suddenly ill, and the French fleet being at sea, he was again called upon by Lord Howe, to take the command of the Tremendous. He remained in that ship till May; when, at the request of Admiral Duncan, he was appointed captain of that officer's flag-ship, the Venerable, and was for some time employed in the North Seas. Unfortunately, however, he received a violent contusion on the head, on board of a Russian ship of the line;† owing to which he was obliged to quit the Venerable, and Sir William Fairfax was appointed to act for him.‡ This accident was a source of much chagrin to Captain

---

* *Vide* NAVAL CHRONICLE, Vol. IV. p. 360. In our memoir of Sir Thomas Paisley, the particular share which the Bellerophon bore in that brilliant action is there fully described by Lord Howe's supplementary despatch. Farther particulars of the engagement may be seen in the biographical memoirs of Earl Howe, NAVAL CHRONICLE, Vol. I. p. 24; Sir Roger Curtis, Vol. VI. page 274; Lord Graves, Vol. V. p. 405; Lord Bridport, Vol. I. p. 277; Lord Gardner, Vol. VIII. page 194; Lord Hugh Seymour, Vol. II. p. 365; Admiral Berkeley, Vol. XII. p. 106; Captain J. Hervey, Vol. III. p. 252; Admiral Payne, Vol. III. page 31; Sir J. T. Duckworth, Vol. XVIII. p. 5; Admiral Domett, Vol. XV. page 6; Admiral Caldwell, Vol. XI. page 8; and Admiral Bazely, Vol. XIV. page 181; and, at page 24, Vol. I. is given a correct description, from a design by Pocock, of the manner in which the Bellerophon and the Queen Charlotte passed through the enemy's line. The Bellerophon is seen in the act of firing from both sides at once, as she is passing between the ships of the enemy. The Queen Charlotte and Bellerophon are portraits.

† At this time, it will be recollected, a Russian squadron was cruising in the North Seas, in conjunction with that of Admiral Duncan.

‡ A biographical memoir of this officer is given in the fifth volume of The NAVAL CHRONICLE, page 465.

Hope, chiefly as it deprived him of the honour of sharing in the glorious victory which was obtained over the Dutch fleet, off Camperdown, in October, 1797.*

In the month of February, 1798, Captain Hope was appointed to the Kent, a new ship, of 74 guns, then fitting for the flag of Lord Duncan,† and was again employed in the North Seas.

The attack upon Holland, by the combined forces of Great Britain and Russia, in the summer of 1799, must be well remembered. On that occasion, Captain Hope, retaining the command of the Kent, participated in the honour of capturing the Dutch fleet, in the Texel; and was afterwards charged with the official despatches to the Admiralty, announcing the important event.‡

For these services, his Majesty was graciously pleased to return him thanks, and to direct that a purse of five hundred pounds might be presented to him, for the purpose of purchasing a sword. At a shortly subsequent period, the Emperor of Russia was also pleased to send him the ribbon and cross of a commander of the Order of Malta.

In the month of June, 1800, after Lord Duncan's resignation of the command in the North Seas, Captain Hope was ordered to the Mediterranean, in the Kent, to reinforce Lord Keith. It was determined, in the course of the summer, that a grand attack should be made upon Cadiz; and, in consequence of that determination, Lord Keith, about the middle of September, "collected his fleet at Gibraltar, accompanied by several transports, having on board upwards of 10,000 troops, commanded by General Sir Ralph Abercrombie. At Gibraltar this armament was joined by other transports with troops, under

---

* *Vide* biographical memoir of Lord Duncan, NAVAL CHRONICLE, Vol. IV. p. 104.

† *Vide* NAVAL CHRONICLE, Vol. IV. p. 112.

‡ This was in September, 1799. The particulars of the expedition are fully detailed, in our memoir of the late Sir Andrew Mitchell, NAVAL CHRONICLE, Vol. XVI. p. 98, *et seq.* and, in Vol. II. p. 436, is given an illustrative map of the Texel and Vlieter Roads, with the country of Holland, as far south as the Hague,

Sir James Pulteney, the whole amounting to between 18,000 and 20,000 men.—The fleet and transports having sailed from Gibraltar, anchored between Tetuan and Ceuta; and on the 3d of October got under sail and passed the Straits. On the 4th they entered the bay of Cadiz, and anchored between it and St. Pietri."* The Kent was in this fleet. "Arrangements were immediately made for the landing of the troops, in order to proceed to the attack of the town of Cadiz, and the forts in its vicinity;" and Captain Hope was nominated to the command of a battalion of seamen, to be landed with the army; but, in consequence of representations which were made by the Spanish governor, of the miserable situation of the inhabitants, who were then suffering beneath a violent epidemic disease, the enterprise was abandoned; and the troops, which were already in the boats, were ordered back to their respective transports, and the whole flotilla returned to Gibraltar.†

At that port, in the month of December, Captain Hope received General Sir Ralph Abercrombie, with his staff, on board of the Kent. He was with that officer at Malta, and in Egypt; had the honour of landing him in the Bay of Aboukir; was subsequently employed in the blockade of Alexandria;‡ and remained upon that station, till Cairo surrendered to the British arms. As the service then required the Kent to be appropriated to the flag of Sir Richard Bickerton, and as Captain Hope was not disposed to serve any longer under a flag officer, he was allowed to return to Europe; but, previously to his departure, Lord Keith, the commander in chief, was pleased, in compliment to his professional merit, to offer him the situation of first captain of the fleet. Particular circumstances, however, with which we are unacquainted, induced him to decline the offer.

A general peace soon afterwards took place; in consequence of which Captain Hope remained upon half-pay, till May,

---

* *Vide* biographical memoir of Sir Richard Bickerton, NAVAL CHRONICLE, Vol. XIII. p. 345.

† *Ibid.*

‡ *Vide* NAVAL CHRONICLE, Vol. V. p. 436; and Vol. XIII. p. 348.

1804, when he was appointed to command the Atlas; but, in the month of August following, he was obliged, from ill health, to resign the command of that ship, off the Texel.

We have thus traced the naval career of this officer to a pause. In our slight outline of his professional services, we have studiously avoided all ostentatious comment; conscious that a simplicity of narrative accords best with the actions of unassuming merit.

On the 8th of July, 1791, after Captain Hope had paid off the Adamant, he had the felicity of receiving the hand, in marriage, of Lady Anne Hope Johnstone, the eldest daughter of the Earl of Hopetoun, to whom he had been long engaged. By this lady he has two daughters, and four sons.

In June, 1800, whilst absent in the service of his country, Captain Hope was elected for the Dumfries district of Burghs; and, from the period of his return to England, in 1801, to that of his appointment to the Atlas, in 1804, he regularly attended his duty in parliament.

In October, 1804, the county of Dumfries having lost its representative, by the death of General Sir Robert Lawrie, Captain Hope was unanimously returned as the knight of that shire, for which he sat, until the dissolution of parliament, in October, 1806. At the succeeding general election, he was again chosen for the same place, after encountering a violent opposition, raised against him under the influence of the late ministry, in which scarcely any means were left untried that presented a probability of thwarting his views.

On the change of administration, in April 1807, his Majesty was most graciously pleased to nominate Captain Hope to the situation of one of the Lords Commissioners of the Admiralty; and, at the subsequent general election, he had the honour of being returned, the *third* time, as member of parliament for Dumfries.

The party who obligingly furnished us with the materials for the preceding sketch, has also enabled us to present the subjoined *fac-simile* of Captain Hope's hand-writing.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

FRENCH NAVAL RESOURCES.

LORD SELKIRK, in the speech which he delivered in the House of Lords on the defence of the country, August 10, 1807, and which has since been published separately, observed:—"When we look at the vast extension of the resources of France, at the means of recruiting her navy, which she has acquired by her continental conquests, it would be blindness not to perceive, that her naval power must soon become far more formidable than it has ever yet been. France is now in possession of the finest forests in Europe, and of countries capable of affording ample supplies of every naval store: she may command the services of all the seamen which the continent can afford, from Memel to Cadiz, and from Cadiz to Constantinople. We may look too to the certain prospect, that the whole energy of the French government will now be directed to this object: we know in fact that during all the pressure of their continental wars, the most active exertions in ship-building have never been discontinued in their naval arsenals: they have now no other object to divide their attention; and we may be well assured that all the ability of the ruler of France will now be turned to naval affairs. The same genius, which has created such an astonishing change in the discipline and tactics of the French army, will now be unremittingly employed in the improvement of their navy. We have therefore, my lords, every reason to believe, that the naval superiority of England must ere long be exposed to a more severe contest, than any which it has recently had to maintain. Whatever confidence we may entertain in the valour and skill of our seamen, it is not the part of a prudent politician, under such circumstances, to overlook the possibility of our navy being worsted. This, my lords, is an event for which we ought to be prepared; and fortunately there is room to hope that we shall have sufficient time to prepare against it. But any one who considers well what the state of this country would be, if the French should obtain a superiority at sea, will certainly not be disposed to think that we can begin too soon provide against such an emergency.

"But, my lords, this is not all—we have dangers more closely pressing upon us, dangers which, if we are to meet, we have not a moment to lose. An invasion is certainly no impracticable undertaking for the French, even at this moment, notwithstanding all our actual superiority at sea. The ablest and most experienced naval officers have given their opinion of the practicability of the enemy landing in force on our shores. Repeated experience has proved the impossibility of effectually blockading the ports of the enemy, notwithstanding the greatest naval superiority; and when we consider the vast range of coast that is now under their influence—a range which ere long may have no other limits than those of Europe itself, it is evident that we may be threatened at the same moment from so many different points, that it will be more difficult than ever to watch them all, and that thus the chances are greatly increased, of the enemy being able to convey an armament to the most vulnerable points of our empire. Our ablest admirals have repeatedly seen the French fleets escape from them, even when their whole vigilance was directed to the single port of Brest. But what would be the case, if armaments were ready at the same time in Cadiz, in Ferrol, in Rochefort, in Brest, in Cherburg, in Flushing, in the Texel, in the Elbe, and perhaps even in Norway? What rational hope could be entertained that some one or other of them would not escape, and land either in England or in Ireland a force sufficient to put the existence of our empire on the hazard of the die?"

LETTER FROM LORD GRENVILLE TO SIR HOME POPHAM.

SIR, *Downing-street, 19th November, 1799.*

HIS MAJESTY has thought proper to direct that you should proceed to Petersburgh, in order to assist his minister there in the detail of such arrangements as his Majesty has proposed to his ally to enter into with him, for the vigorous prosecutions of the war in the ensuing campaign. The full approbation which I have had the pleasure of conveying to you from his Majesty, respecting your conduct in the discharge of the important business entrusted to you in the course of the present year, and the honourable testimonies which you have received of the satisfaction of the Emperor of Russia, in your zeal, activity, and talents, in the execution of that trust, leave me no room to doubt that the same qualities will again be exerted with singular success in the service of his Majesty, and in the promotion of objects so interesting to

the glory of two sovereigns, whose intimate union and good understanding have already accomplished so much towards the deliverance of Europe, and afford so fair a prospect of completing that great and honourable work.

The repeated conversations I have had with you previous to your departure, and the very ample instructions to Sir Charles Whitworth, of which you are the bearer, and which you are to consider as equally addressed to yourself in all points where your professional talents and skill, and the activity and resources of your mind, can enable you to render yourself useful, leave me little to add to the despatch.

It is, however, proper that I should mention one subject, to which I am more particularly desirous of directing your attention; it relates to the means of facilitating and expediting the arrival of a part of the Russian troops destined to reinforce the army of Prince Suwarrow, by sending them from the southern provinces of Russia, by the way of the Black Sea, to a port in the Adriatic, Venice, or Trieste. I am desirous that you should procure such information as may tend to satisfy your own mind respecting the degree of facility and advantage that might attend the execution of such a plan; and that if it should appear to you likely to expedite the arrival of a part of the troops at the place of their destination, you should bring the subject under the consideration of the Emperor of Russia, whose zeal in the success of this great cause will, I am confident, induce him to listen with readiness to any proposal tending to promote the important interests which are at stake. I am, &c.

(Signed) GRENVILLE.

A true copy. (Signed) B. TUCKER.

IMPROVEMENTS IN NAVAL ARCHITECTURE.

THE Earl of Stanhope has obtained a patent, for certain improvements respecting the form, construction, and manner of building and fitting out ships and vessels for the purpose of navigation; and especially for counteracting or diminishing the danger of what has been termed the catamaran invention, for destroying ships, vessels, &c. by submarine bombs and carcasses.

William Clegg Gover, a carpenter, of Rotherhithe, has also taken out a patent for an improved wheel, or purchase, for the steering of ships; by means of which considerable labour may be saved, and a ship may be steered with more ease, and greater steadiness and certainty, and with more safety to the steersman.

LIST OF THE DANISH NAVY, IN THE YEAR 1692.

The following is considered as a correct statement of the naval force of Denmark, in 1692. Some of the largest of the ships drew more water, by five or six feet, at the stern, than at the head; and most of them were lower masted than those of England. The Danes had no fire-ships:—

Ships.	*Guns.*	*Men.*
Christianus Quintus	100	650
Prince Frederick	84	600
Elephant	84	600
Three Crowns	84	600
Norway Lion	84	600
Prince George	82	600
Cour Prince	82	590
Mercurius	76	510
Mars	76	500
Three Lions	70	490
Drake	70	490
Charlotte Amelia	68	480
Anna Sophia	66	470
Swan	66	470
Christianus Quartus	64	430
Fredericus Tertius	56	400
Guldenlieu	56	390
Christiania	58	390
Oldenburg	56	360
Lintworm	49	330
Sleswick	42	300
Fero	54	380
Angel	52	300
Delmanhorst	50	300
Swedish Falcon	48	250
Neptune	46	220
Sword-fish	44	210
Tumbler	42	200
Hummer	34	160
Danish Mermaid	30	140
Dragon	28	140
White Falcon	26	120

Small Ships and Snows.

The Tiger.
New Elephant, a yacht.
Phœnix Galley, a bomb-boat.
Minden.
Pacan.
Little Elephant, a yacht.
Swermer.
The Ape.

PRESENT STATE OF THE AMERICAN NAVY.

Mr. Janson, the author of a new work, called, "The Stranger in America," gives the following account of the very *formidable* navy of the United States:—

"On my last visit to the navy yard, I found six frigates, dismantled and laid up in ordinary, and one nearly equipped for sea, for the purpose of carrying back the Tunisian embassy to Barbary. A small vessel of war, pierced for 20 guns, had just been launched. Mr. Jefferson, two years ago, adopted an idea of his own, in order to raise the credit of the American navy, and for the destruction of the powers of Barbary. This is, to build a number of small vessels of about 100 tons burden, to be called gun-boats, each of which is provided with two heavy pieces of ordnance, one at the stem, and the other at the stern. Though the inutility of these mockeries of men of war has been manifested on many occasions, yet the president persists in riding his naval

hobby-horse, even in Kentucky, where several gun-boats are building on the river Ohio. One of them was nearly lost on a voyage to the Mediterranean—being, the whole voyage, to use a sea phrase, 'wet and under water.' Another *gun-boat*, No. 1, (thus they are named to No. 8) in a hurricane in South Carolina, was driven nearly a mile into the woods.................... Added to these, the Americans have a frigate and two or three small vessels of war in the Mediterranean, which constitute the whole of their navy."

ANNUAL EXPENCES OF THE AMERICAN NAVY.

(From the same.)

THE following appropriations were made by the government of the United States for the navy for 1805, a year when they were at war with Tripoli:—

	Dollars.	*Cents.*
Pay and subsistence of officers, and pay of seamen	415,578	
Provisions	227,086	40
Medicines, instruments, hospital stores	10,750	
Repairs* of vessels	411,951	20
The corps of marines	82,593	60
Clothing for the marines	16,536	
Military stores for thè marines	1,635	
Medicine and hospital stores	1,250	
Contingent expences	8,419	
Navy yards, docks, clerks, &c.	60,000	
	1,235,799	20

or about 278,054*l.* 15*s.* 6*d.* sterling—not much more than the yearly charge of two line-of-battle ships in the English navy, manned, and with a year's provision. This, too, was a war year; in peace, their appropriation will hardly amount to a third of this sum.

ADVENTURES OF CAPTAIN WILSON, COMMANDER OF THE MISSIONARY SHIP, DUFF.

CAPTAIN WILSON was bred to the sea from his earliest years, and served, during the American war, at the battles of Bunker's

* Though the American navy is scarcely twelve years old, yet the reader will perceive, by this charge, that the repairs are nearly equal to the "*pay and subsistence of the officers, and the pay of the seamen.*"

Hill and Long Island. He afterwards went as mate to one of the Company's ships to the East Indies, where he determined to settle. During the war with Hyder Ali, he was employed to carry stores for the British army, and while on that service was taken by the French, and carried to Cuddalore. Having received information that Suffrein, their admiral, had been bribed by Hyder Ali to deliver up to him all his prisoners, Captain Wilson resolved that very night to attempt his escape. This design he executed with his servant, a Bengalese boy. They ascended the rampart, forty feet in height; the captain leaped down, and pitched on his feet, but the shock of so great a descent caused his chin to strike against his knees, and tumbled him headlong into the river. Recovering himself, he returned to the foot of the wall, where there was a dry bank, and bidding the boy drop drown, caught him safely in his arms.

He had passed in his flight three arms of the river, encumbered with the weight of the boy, who was unable to swim, but in attempting to cross a fourth in the same manner, they had both nearly perished. He returned to the shore, and recommending his attendant to the care of a friend, pursued his route alone.

He at length succeeded in swimming over the main river, but was then unfortunately retaken by a party of the tyrant's troops. He was immediately carried to the head-quarters, and interrogated by an officer, to whom he gave an ingenious account of his escape. The Indian looked angrily at him, protesting that he was a liar; for no man, he observed, was ever known to pass the Coleroon by swimming, as the alligators would infallibly have seized him, had he only dipped the tip of his finger in it. The captain, however, produced such evidence of the fact, that he could no longer doubt the relation; on which the Mahometan raised his hands, and exclaimed—"This is God's man!"—Captain Wilson, however, was driven back naked to Seringapatam, where he was confined for twenty-two months, with a part of Colonel M'Leod's regiment of Highlanders, and underwent sufferings and torments almost too shocking to relate. The prison was a square, round the walls of which was a kind of barrack for the guard; in the middle was a place covered over head, but open on all sides, and exposed to wind and rain. Here, with no bed but the earth, no covering but the rags wrapped round him, he was chained to another prisoner; and they were often so cold, that they dug a hole in the earth as a defence against the chilling blasts of night. So scanty was the allowance of the wretched captives, that a state

of raging hunger was never appeased, and he was often afraid to trust his fingers to his mouth lest he should be tempted to bite them. Though he entered this abode of misery exhausted by fatigue and disease, yet for a year he enjoyed a better state of health than any of his fellows. At length, the complicated wretchedness he endured produced in him the symptoms which had carried off so many others. His body became enormously distended, his thighs swelled to the thickness of an ordinary man's waist, and death seemed to have marked him for his prey.

Reduced to the extremity of weakness, and his irons being so strait as to threaten mortification, he was released from them to lie down and die. The soldier to whom he was last chained had served him with great affection, and thinking it might alleviate his pain, entreated permission to spend his daily pittance of about three farthings (allowed to buy firing and salt to cook his allowance of rice) for oil to anoint his legs. To this the captain objected, representing that he would have nothing to dress the next day's provision. The soldier shook his head. "Master," said he, "I fear you will be dead, and never want it." Providence, however, snatched him from the brink of the grave. The captain had that day exchanged his allowance of rice for a small species of grain called *ratche pier*, which he eagerly devoured, and slaked his thirst with the liquor in which they were boiled. The consequence was such an amazing evacuation, that he was in a few hours reduced to a skeleton, and, though excessively enfeebled, he was completely relieved, and recommended the trial with success to many of his fellow prisoners.

After his deliverance, Captain Wilson again engaged in the sea service, and having realized a fortune, settled at Horndean in Hampshire. This retirement he voluntarily quitted, and gratuitously took the command of the Duff, equipped by the Missionary Society for a voyage to the South Sea Islands.

LORD COLLINGWOOD.

The Newcastle Association have voted a piece of plate to Lord Collingwood, as a mark of the sense which that corps entertained of his lordship's services in the memorable battle of Trafalgar. For this purpose, an elegant silver enchased tureen, the handles representing twisted serpents, has been executed by a freeman of Newcastle, and has lately been exhibited in the Mayor's Chamber, Newcastle. On one side is the inscription underneath; on the reverse, his lordship's arms; and, on the top, a figure of Vic-

tory reclining on the prow of a vessel. The value of the tureen is 125 guineas.

To the Right Honourable
CUTHBERT, BARON COLLINGWOOD OF HEATH-POOL AND CALDBURN,
Vice-Admiral of the Blue, &c. &c. &c.
This Piece of Plate is presented
By his Townsmen and Fellow Burgesses,
The Loyal Newcastle Associated Volunteer Infantry,
Commanded by
Colonel Sir MATTHEW WHITE RIDLEY, Bart.
In testimony of their Esteem and Regard,
And to express the grateful Sentiments they entertain
Of the very meritorious and important Services
He rendered his Country in the memorable Action off
TRAFALGAR,
Against the Combined Fleets of
France and Spain,
Oct. 21, 1805.

DESCRIPTION OF ST. DAVID'S ISLANDS, IN THE PASSAGE TO CHINA.

THE following letter, addressed by Captain Barclay to John Shore, Esq. Secretary to the Honourable East India Company's Marine Board, at Calcutta, will be found to contain some useful information :—

"SIR,

"Induced, from having touched at St. David's Islands, in the North Pacific Ocean, in our way to China, in the Mangles, and not knowing of any correct account yet being obtained of their danger, natives, &c. I beg permission to present you with a short description of them.

"The best account yet given of them, is by Captain Williams, when commanding the Hon. Company's ship Thames, he saw them on his passage home from China, coming the eastern route. He places them from latitude 1° S. to 0° 55′ S. their longitude from 134° 17′ E. to 134° 25′ E. which, at the distance he passed them, must be considered as very accurate. By a good observation at noon, when close in with them, we made the centre of the reef to be on 0° 54′ S. and by one of Margett's chronometers, No. 209, whose rate had been regular for upwards of two years, 134° 20′ E. The full extent of the reef and islands is about four-

teen miles north and south; and their breadth east to west five miles.

"Captain Williams not passing close enough to perceive the danger of the reef on which they are situated, or what refreshments might be procured from them, I considered the first as an object of some moment, as the eastern passage to China, in all probability, may be more frequented than formerly, by the Bengal shipping, should the cotton trade increase.

"The islands are very low, and ships falling in with them in the night would be close in, before they perceived the land; and if not acquainted with the danger, might attempt a passage between them, in which case they would unavoidably run on the reef; as they are situated upon one entire shoal, so that it is not possible for a boat to pass between the islands.

"The natives came off in great numbers; and on approaching near the ship, performed extravagant gestures, and held forth a long harangue, which neither our Malays, nor any other person on board, understood; after which they made no scruple of coming on board, and freely parted with their ornaments of dress, and cocoa nuts, for pieces of iron hoops and old nails.

"Their dress consisted of a treble string of coral, stones, and shells, round the waist; a narrow piece of cloth up between the legs, made out of the fibres of cocoa nut; a bracelet of tortoise-shell round the right wrist; two square pieces of mother-o'-pearl suspended round the neck by hair, one piece hanging down the front of the body, and the other down the back; a collar round the neck, of fish teeth, and black coral. This was the dress of the men; and the only difference we perceived in that of the women was, a small mat tied round the waist, which reached as low as the knee.

"The natives of these islands are particularly well proportioned and robust; their features are regular and manly; some of them so symmetrical, that I was astonished, having never seen any equal to them in either Asia, Africa, or America. There is not the least resemblance between them and the Malays, or the inhabitants of New Guinea; nor can I form the smallest conjecture, from whence these islands could have been first inhabited. Their only produce and chief food, is the cocoa nut (fish excepted), consequently but little refreshments can be obtained by touching at them; and water, if any is to be procured, I conceive must be brackish, from the low situation and small extent of the islands. Anchorage there is none, as you have 50 fathoms close to the

edge of the reef. A quantity of mother-o'-pearl might be collected; but I question if sufficient to induce a ship to touch for it. "I am, Sir, &c.

July 1, 1806. "ANDREW BARCLAY."

RUSSIAN IMPERIAL UKASE, IN FAVOUR OF COMMERCIAL MEN.

In the course of the month of January, 1807, an Imperial Ukase was published at St. Petersburg, in which the emperor expresses his desire, that "his faithful merchants, in order to give more efficacy to foreign commerce, would conduct their undertakings in associations, without, however, being obliged to this measure." The form of these associations will consist of two descriptions:—1st, the whole society; 2d, the honorary members of the society. The nobility are permitted to join either of these divisions. By this proposal, the emperor wishes to augment the community between the nobility and the merchants: in consequence, he grants sundry privileges to the merchants; among others, that of exemption from conscription. The merchants of the first description are allowed either two or four horses to their coaches. Wholesale merchants shall be capable of the highest stations of magistracy. They shall also be received at court, and permitted to wear swords. To transmit their names to posterity, the minister of commerce is directed to open a register for them under the name of the *Velvet Book* (*Barchatnaja Kniga*). This book shall be divided into two parts. In the first part those families shall be registered, the grandson whereof can prove that his father and grandfather have been members of the first association. The name of this individual shall be marked on the register, with all the details concerning it: and the posterity of such persons shall continue to be registered as long as they continue in the class of wholesale merchants, without any detriment to their reputation. In the second division shall be enrolled the lateral families, and even those families which have fallen into decay, if at any time they resume their stations by new branches.

This book is to be confined to the use of Christian merchants; but, at Casan, another, of the same description, is to be opened for the registering of Mahometan merchants.

PRICES OF SHIP BUILDING, BY CONTRACT.

From the year 1702 to 1713, the price, per ton, for building a 90 gun-ship, was 16*l.*; an 80, 12*l.*; a 70, 10*l.* 15*s.*; a 64,

9*l.* 10*s.*; a 60, 10*l.* 6*s.* 6*d.*; a 50, 9*l.* 3*s.*; a 42, 7*l.* 15*s.*; a 40, 8*l.* 7*s.* 6*d.*; a 32, 8*l.*; a 26, 6*l.* 5*s.*; a 24, 7*l.* 10*s.*; and sloops, 5*l.* 12*s.* 6*d.*

In the years 1755, 1756, and 1757, the price, per ton, for a 74, was 17*l.* 2*s.* 6*d.*; a 70, 16*l.* 5*s.*; a 60, 15*l.* 15*s.*; a 44, 12*l.* 12*s.*; a 36, 12*l.* 12*s.*; a 32, 10*l.* 10*s.*; a 28, ditto; a 20, 8*l.* 14*s.* 6*d.*; and sloops, 8*l.* 5*s.*

In 1771, the price, per ton, for a 74, was 17*l.* 5*s.*; a 64, 16*l.* 12*s.* 6*d.*; and a 32, of the common class, 11*l.* 11*s.*

In 1775, the price, per ton, for a 20 gun-ship, was 10*l.* 10*s.*

In 1776, the price, per ton, for a 50, was 14*l.* 14*s.*; a 44, 12*l.* 15*s.*; a 28, 10*l.* 14*s.* 6*d.*; a 24, 10*l.* 10*s.*; a 20, 10*l.* 9*s.*; and large sloops, 9*l.* 10*s.*

In 1777, the price, per ton, for a 28 gun-ship, was 11*l.*; and, for large sloops, 9*l.* 17*s.* 6*d.*

In 1778, the price, per ton, for a 74 gun-ship, was 17*l.* 10*s.*; a 64, 16*l.* 17*s.* 6*d.*; a 44, 12*l.* 17*s.* 6*d.*; a 32, of the common class, 11*l.* 15*s.*; a 28, 11*l.*; a 24, 10*l.* 15*s.*

In 1779, the price, per ton, for a 64, was 16*l.* 17*s.* 6*d.*; a 38, 12*l.* 10*s.*; a 36, 12*l.* 7*s.*

In 1780, the price, per ton, for a 74, was 17*l.* 10*s.*; a 44, 12*l.* 17*s.* 6*d.*; a 32, of the common class, 11*l.* 15*s.*

In 1781, the price, per ton, for a 74, was 17*l.* 17*s.* 6*d.*; a 38, 12*l.* 10*s.*; a 36, 12*l.* 7*s.*; a 32, of the common class, 11*l.* 15*s.*; and large sloops, 9*l.* 17*s.* 6*d.*

In 1782, the price, per ton, for a 74, was 17*l.* 17*s.* 6*d.*; a 44, 12*l.* 17*s.* 6*d.*; a 36, 12*l.* 7*s.*; a 32, of the common class, 11*l.*

In 1793, the price, per ton, for a 38, was 13*l.* 5*s.*; and large sloops, 11*l.*

In 1794, the price, per ton, for a 36, was 15*l.*

In 1795, the price, per ton, for a 74, was 20*l.*; a 40, a 38, and a 36, 15*l.* 10*s.* each; and large sloops, 14*l.*

In 1796, the price, per ton, for a 32, of the large class, was 15*l.*

In 1798, the price, per ton, for a 36, was 11*l.* 17*s.* 6*d.*

In 1800, the price, per ton, for a 74, was 21*l.*; a 36, and a 32, of the large class, 16*l.* 10*s.* each.

In 1805, the price, per ton, for a 74, was 36*l.*

REGULATIONS RESPECTING SHIPWRECK, IN THE ISLAND OF RUGEN.

THE beach towards the open sea (called the great strand, to distinguish it from that of the bays and creeks) is chiefly shallow

and sandy, and, with certain winds, exposed to a tremendous surf. In addition to this, the strong currents of the Baltic, which are but small when compared to other seas, allow the navigator no sea-room in storms, which often rage with great fury in spring and autumn: for, in whatsoever direction he is sailing, he may, with a moderate wind, reach either shore every twelve hours. Hence, scarcely any year elapses without some shipwrecks on the coast of Hiddensee, Wittows, Tasmund, or Mönchgut, though sometimes they wilfully run aground, when the ship and cargoes are insured to a great amount.

In the most ancient times, a number of regulations have been issued for assisting the distressed crew, and preserving the cargo. As soon as a ship hoists out a signal of distress, the inhabitants near the coast are to hasten to her assistance, and endeavour first to save the people on board, and their ship's materials and cargo. Whoever arrives first is entitled to the preference of a salvage; but if any of the inhabitants belonging to the same jurisdiction in which the ship is wrecked, should arrive at the same time with strangers, in such case, the former have the preference; but no person is, under a heavy penalty, allowed to enforce his service, if the crew are alone able to save. The salvage is settled according to the Swedish sea-laws. If the articles saved are worth sixty-six dollars, or less, the half is deducted for salvage; if it exceeds the sum above-mentioned, and amounts to 240 rix-dollars, then the fourth part is deducted for salvage. And if, notwithstanding, the value of the goods saved be greater than the sum above-mentioned, still no more than sixty rix-dollars are allowed, unless the exertions and danger were extraordinary. On the whole, equity is strongly recommended. The goods saved must be taken care of by the magistrates, and lord of the manor in whose jurisdiction the ship is wrecked; and for a moderate recompense, be brought to their own territory, after which they are immediately to give information to the "Royal (Licent Contoirs) for Shipwrecks." Of late years a public authorised commissary has been appointed, whose duty it is to see, that in saving the goods, as well as in the public sale by auction of the cargo and ship's materials (at which a sworn notary-public takes down all the particulars in writing), every attention is paid to equity and justice. This regulation has taken place in consequence of certain abuses that were formerly stated to exist; whence several of those odious tales of the refusal of the peasants and fishermen to save the unfortunate crews, and all those stories of profligacy on these occasions, of their outrageous robberies and

frauds, may possibly have some foundation. At least, it is reported, that the inhabitants of the coast rejoice when a ship runs aground, because then they are sure to get something by it; and that they interpret the prayer of their clergy, "Heavens preserve the wreck," in the following manner: "the Lord grant plenty of shipwrecks." I had, however, for the honour of these people, rather believe the latter explanation to be calumny: for I know that the inhabitants of Wittows in particular, have, of late years, proved themselves extremely undaunted and disinterested, and have frequently encountered the most tremendous hurricanes to preserve the lives of their brethren.—Tour through Rugen.

FRENCH VIGILANCE.

Mr. Medford, the American, in his *Observations on European Courts*, attributes the present ascendancy of France to that change in her system, by which merit alone is regarded as a qualification for public office; and the inferiority of the other powers, to their adherence to the old and opposite system; and he adds, that unless France shall relapse into the old, or the other powers of Europe shall adopt her new system, France must continue its present superiority. We recommend these just reflections more particularly to the notice of the Admiralty Board. There is also a fact mentioned at the close of this excellent pamphlet, which merits the notice of our government:—

"The French are very attentive to the discovery of what is going on in other nations. As an instance: upon my arrival at Calais, in August, 1801, from Germany, by way of Paris, just after Lord Nelson had made his first attack on the flotilla at Boulogne, I discovered that the French were in possession of all the plans of St. James's, respecting the attack. When I called on Mons. Mango, the Prefect, for a passport, he immediately informed me, that Lord Nelson was going to make another attack, and until that was made, he would not permit me to embark; at the same time, he observed, that there was an order in England, which would prevent my landing at Dover, as several persons had been sent back."

This anecdote proves the existence and activity of that system of secret intelligence, which puts the enemy in possession of most of our projected operations, before they can be put into execution. There is no part of our police that ought to be more vigilant than the superintendance of foreigners in this country.

TREASURERSHIP OF THE NAVY.

The following is a copy of the Bill as amended by the Committee, for regulating the office of Treasurership of his Majesty's Navy:—

Whereas it is expedient to provide a further security to the public against the possibility of abuse, in drawing for money issued for the service of the navy.

Be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this parliament assembled, and by the authority of the same, that from and after the passing of this act, no Treasurer of the Navy for the time being, or any other person or persons authorized by him, shall draw upon the governor and company of the Bank of England for any sum or sums of money, unless the same shall be intended for immediate application to navy services; and if any such money so drawn for shall not be immediately so applied, it shall not be lawful for the Treasurer of the Navy, or any such person or persons as aforesaid, to place or deposit the same, or any part thereof, in the hands of any other person or persons whatsoever, except such person or persons as shall be usually, and according to the course of the navy pay-office, actually employed in the payment of such money to the persons legally entitled to receive the same.

And be it further enacted, that every Treasurer of the Navy, or other person or persons so offending against this act, and being thereof convicted in due course of law, shall be for ever thereafter rendered incapable of holding or executing the office of Treasurer of the Navy, or any office under the Treasurer of the Navy, or any place or employment in the office of the Treasurer of the Navy, or any other civil office whatever under his Majesty, his heirs or successors.

REMARKABLE COINCIDENCE OF EVENTS IN THE LIFE OF CAPTAIN FALKINGHAM.

The following very singular coincidence is recorded on the testimony of a gentleman very nearly connected with the late Captain Falkingham:—

He was captured in the Shoreham, the vessel he commanded in the merchant-service, on the *second* of December. He was wrecked in the Fogo on the *same day* of the year. He lost a considerable

property by fire in Barbadoes, on the *second* of December. He had frequently mentioned these circumstances to his friends, adding that he had no doubt, having met with three such disasters on the *same day* of the year, that Providence would, at length, recompense him by rendering it the happiest of his life. He *died* on the *second* of December, 1777. It is needless to say any thing farther.

CORRESPONDENCE.

MR. EDITOR,

LET me strongly recommend to government, that, with our other Navigation Laws, they take care, at the close of the present war, to demand the restoration of the rightful honours which for many successive centuries, were paid to the British flag. A contempt, national as well as personal, always succeeds a neglect of forms.—Johnson has impressively said, "When the pale of ceremony is once broken down, insult and rudeness soon succeed!" and I am fully persuaded, that had we not relaxed in the maintenance of those ceremonials due to the dignified superiority of our flag, we should have heard but of few, if any, of those confederacies of the northern states, which, from an impolitic laxity, have presumptuously been entered into, to insult our maritime power. How the paramount dignity of the British flag has been asserted, and how heroically fought-for through ages, the following authentic documents will proudly display:—

A. D.

1200.—King John, in claim of the sovereignty of the seas, had it enacted, "That if any of the commanders of his fleets should meet with those of foreign nations at sea, the masters of which refused to strike to the *British flag*, such ships or vessels, if taken, should be deemed good and lawful prizes, though the state to which they belonged should be at peace with England."

1554.—"A Spanish fleet of 160 sail, having Philip, their king, on board, on his way to England to espouse our Queen Mary, fell in with that of England, under the command of Lord William Howard, Lord High Admiral in the Narrow Seas, consisting of 28 sail. Philip had the flag of Spain flying at the main-top-mast head, and would have passed the English fleet, without paying the customary honours, had not this gallant officer fired a shot at the Spanish admiral, and forced the whole fleet to strike their colours,

and lower their top-sails, as an homage to the English flag, before he would permit his own squadron to salute the Spanish prince!"

1620.—" On the 20th of October, a British fleet sailed from Plymouth, under the command of Sir Robert Mansell, consisting of six men of war, and twelve merchant ships, on an expedition against Algiers. On the 27th of November, the fleet anchored in the road, and saluted the fort, to which no return was made. Sir Robert Mansell remonstrated with the Dey upon this insult offered to the English flag, which was settled in favour of England's right, after much negotiation.—The admiral then sailed over to the coast of Spain, where he fell in with six French men of war, and obliged their admiral to strike his flag, and pay him the usual compliment."

1629.—" Hugh Grotius having written a treatise called *Mare Liberum*, endeavouring to prove the futility of the title claimed by the English on the dominion of the seas, Mr. Selden wrote another in answer to it, entitled, *Mare Clausum*, in which he very forcibly and incontrovertibly asserts the right we have so justly derived from our ancestors; and to impress it firmly on the minds not only of foreigners, but Britons, he says, *that they have an hereditary and uninterrupted right to the sovereignty of the seas, conveyed to them from their ancestors, in trust for their latest posterity.*"

By the king's order, a copy of this book was ordered to be kept in his court of Admiralty, there to remain as a just evidence of our dominion of the sea.

1635.—" A junction having been formed of the French and Dutch fleets off Portland, for the purpose, vauntingly declared, of asserting what they termed their own independence, and to dispute that prerogative with the English, the king equipped and sent to sea a naval force, consisting of 40 ships of war, on the 26th of May; but the combined enemy no sooner heard of this fleet being in the Channel, than they quitted the coast, and thus left the English in the undisputed possession of the sovereignty of the seas."

1652.—" Under the Protectorate many disputes arose between England and the Dutch, on the former insisting upon the compliment of the flag, and the sovereignty of the sea: the matter was soon brought to an issue. On the 14th of May, Commodore Young fell in with a Dutch convoy, escorted by three ships of war, from whom he civilly demanded the usual honours to be paid

to the English flag. The Dutch commander positively refused to comply, giving as a reason that he had express orders from the states-general not to pay those honours which the English exacted from their ships in the Channel. Commodore Young, on this refusal, fired into the Dutch, which brought on a smart action; but at length the Dutch ships struck, and, after paying the compliment, were allowed to proceed on their voyage."

"On the 18th of the same month, a more serious action happened, from a similar cause. Van Tromp got under weigh, and stood into Dover with the Dutch fleet, without paying the honours to the English flag. Admiral Blake was lying off Dover at that time, with 15 English ships of war, and seeing this marked disrespect, ordered three unshotted guns to be fired from his own ship, which the Dutch admiral returned by a whole broadside! Blake, who was at this time sitting in his cabin after dinner with his officers, exclaimed, "*I take this rather ill, Mr. Van Tromp, that you should take my ship for a bawdy-house, and now break my windows; but I must see whether I cannot make you pay for mending them!*" A most furious engagement instantly began: at first the whole of the Dutch fleet directed their fire at the English admiral; but he was soon bravely supported by the rest of the ships, and Commodore Bourne joining at the same time with eight sail more, obliged the Dutch to bear away, though still superior in number, and seek shelter at the back of the Goodwin Sands, after having been most severely mauled. The action lasted from four in the morning till nine at night. One of the Dutch ships was taken, and another sunk."

1769.—"In the month of June, a French frigate having anchored in the Downs, without paying the usual compliment to the British flag, Captain John Holwell, who was the senior officer lying there in the Apollo frigate, sent an officer on board to demand the customary salute: the French captain refused to comply; upon which Captain Holwell immediately ordered the Hawk sloop of war to fire two shot over her; which being done, the French commander thought proper instantly to salute."

Although your readers will be highly gratified by the perusal of these records of heroic acts, which tended so much to exalt and maintain the maritime dignity of England, they must, as a natural consequence, experience considerable humiliation, when they reflect how long that dignity has been permitted to lie in a state of disgraceful abeyance.

Your's, &c.

NAVALIS.

Plymouth Dock, September 26.

MR. EDITOR,

THE use of correct lists, in ascertaining, and throwing light on various events of our naval history, hitherto so little thought of, has induced me, in addition to my former communications, to send you the following official statement of his Majesty's ships and vessels in commission, with their disposition, in July, 1762. This, and another similar document in my possession, which is also at your service, were found among the papers of a person who occupied a high situation in the government of that period.

S. C. S.

Admiralty Office, 12th July, 1762.

A LIST OF HIS MAJESTY'S SHIPS AND VESSELS IN COMMISSION, WITH THEIR PRESENT DISPOSITION.

IN THE EAST INDIES.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men*	*When sailed from England*	*Disposition.*
3	Norfolk	Rear-Admiral Cornish Richard Kempenfelt	74	615	Jan. 6, 1760	
	Lenox	Robert Jocelyn	74	600	Apr. 14, 1759	
	Grafton	Hyde Parker	70	520	Mar. 6, 1758	
	Elizabeth	Richard Tiddeman Isaac Ourry	64	495	Mar. 10, 1757	
4	Weymouth	Richard Collins	60	420	ditto	
	York	Henry Cowell	60	420	Apr. 14, 1759	
	Panther	William Newson	60	420	Jan. 6, 1760	Under the command of Rear-Admiral Cornish.
	Medway	John Bladen Tinker	60	420	Mar. 6, 1760	
	America	Samuel Pitchford	60	420	ditto	
	Falmouth	William Brereton	50	350	Apr. 14, 1759	
	Chatham	Thomas Lynn	50	350	June 7, 1760	
6	Argo	Richard King	28	200	Feb. 22, 1762	
	Seaford	John Peighin	20	160	Jan. 30, 1761	
	Seahorse	Charles Cath. Grant	20	160	Feb. 4, 1761	
	Baleine	Philip Affleck	20	160	Comm. there	
Sto. ship	Southsea-Castle	George Ourry	24	130	Mar. 6, 1760	
Hulk.	Tyger					
				5840		

WITH SIR GEORGE POCOCK.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men*	*When sailed from England*
2	Namur	Sir George Pocock John Harrison	90	770	Mar. 5, 1762
3	Valiant	Hon. Augustus Keppel Adam Duncan	74	665	ditto
	Cambridge	William Goostry	80	650	Mar. 26, 1760
	Dublin	Edward Gascoigne	74	650	ditto
	Dragon	Hon. Aug. J. Hervey	74	650	Oct. 30, 1761
	Temeraire	Mathew Barton	74	650	Oct. 16, 1761
	Culloden	John Barker	74	650	From Belleisle Sept. 7, 1760
	Temple	Lucius O'Brien	70	520	Mar. 26, 1760
	Orford	Mar. Arbuthnot	70	520	Feb. 25, 1762
	Devonshire	Richard Bickerton	66	520	Apr. 25, 1760
	Marlborough	Molineux Schuldham	68	550	Oct. 18, 1761
	Belle Isle	Joseph Knight	64	500	Mar. 5, 1762
	Sterling Castle	Michael Everett	64	480	Sept. 5, 1760
	Hampton Court	Alexander Innis	64	480	Mar. 5, 1762
4	Defiance	George M'Kenzie	60	420	June 2, 1760
	Rippon	Edward Jekyll	60	420	Mar. 5, 1762
	Nottingham	Samuel Marshall	60	400	Oct. 18, 1761
	Pembroke	John Wheelock	60	420	Mar. 23, 1757
	Edgar	Francis Samuel Drake	60	400	Feb. 26, 1762
	Hampshire	Arthur Usher	50	350	Jan. 23, 1759
5	Dover	Hon. P. J. Percival	44	250	Apr. 18, 1761
	Alarm	Charles Wolseley	32	220	Jan. 22, 1762
	Richmond	John Elphinston	32	220	Feb. 8, 1762
6	Trent	John Lindsay	28	200	July 24, 1760
	Echo	John Lendrick	24	160	Apr. 28, 1759
	Mercury	Samuel Gran. Goodall	24	160	Mar. 16, 1762
	Portmahon	Thomas Lempriere	24	160	Jan. 17, 1761

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England.*	*Disposition.*
Frigate	Cygnet	Hon. Charles Napier	18	130	Jan. 7, 1760	
Sloop	Bonetta	Lancelot Holmes	10	80		
Cutter	Lurcher	James Walker	6	85	Mar. 16, 1762	
Bomb	Granado			60	Oct. 30, 1761	
	Basilisk	Robert Brice		60	Oct. 18, 1761	
	Thunder	Philip Boteler		60	ditto	
3	Centaur	Arthur Forrest	74	650	Jan. 17, 1761	Ordered by Sir G. Pocock to join him, from Jamaica off the Havanna.
	Alcide	Thomas Hankerson	64	500	Aug. 4, 1761	
				13,610		

AT JAMAICA.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England.*	*Disposition.*
4	Deptford	Dudley Digges	50	350	Nov. 28, 1761	
	Winchester	John Dalrymple	50	350	Nov. 16, 1761	
	Sutherland	Julian Legge	50	350	Apr. 25, 1761	
5	Penzance	John Boyd	44	280	Mar. 11, 1760	
	Stag		32	220	Oct. 17, 1761	
6	Cerberus	Charles Webber	28	200	Jan. 19, 1759	
	Fowey	Joseph Mead	24	160	Aug. 9, 1761	
	Rose	Francis Banks	20	160	Nov. 9, 1760	
	Glasgow	Richard Carteret	20	160	Dec. 10, 1760	
Sloop	Ferritt	James Alms	14	125	Mar. 30, 1761	
	Port Royal	John Hinxman		80	comm. there	
4	Centurion	Sir James Douglas James Galbraith	50	350	July 24, 1760	Coming home with the convoy from Jamaica, which was to sail about the 20th of June.
6	Boreas	Samuel Uvedale	28	200	Mar. 26, 1760	
Sloop	Viper	John Urry	10	110	Dec. 16, 1757	
				3,095		

AT THE LEEWARD ISLANDS.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England.*	*Disposition.*
3	Foudroyant	Robert Duff	80	650	Oct. 20, 1761	Under the command of Rear-Admiral Rodney.
	Vanguard	Robert Swanton	70	520	Oct. 18, 1761	
	Modeste	John Hollival	64	500	ditto	
4	Falkland	Francis William Drake	50	350	Mar. 7, 1760	
	Norwich	William M'Cleverly	50	350	Apr. 6, 1760	
	Rochester	Thomas Burnett	50	350	Apr. 25, 1761	
5	Woolwich	William Bayne	44	280	Oct. 30, 1760	
	Repulse	John Carter Allen	32	220	Apr. 18, 1760	
	Crescent	Thomas Collingwood	32	220	Apr. 23, 1759	
6	Levant		28	200	July 23, 1759	
	Lizard		28	200	Feb. 29, 1760	
	Actæon	P. H. Ourry	28	200	Oct. 16, 1761	
	Aquilon	Chaloner Ogle	28	200	Dec. 19, 1761	
	Amazon	Basil Keith	24	160	Aug. 7, 1761	
Sloop	Antigua	John Neil Pleydell		100	commissd. there.	
	Guadaloupe	Roger Williams		80		
	Virgin	Charles Buckner		80		
Hulk	Kinsale			30		
				4,690		

IN NORTH AMERICA.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England.*	*Disposition.*
3	Northumberland	Rt. Hon. Lord Colvill	70	535	Apr. 12, 1759	Under the command of the Right Hon. Lord Colvill.
6	Squirrel	John Cleland	20	160	Jan. 7, 1760	
	Arundel	Will Mainwaring	24	160	Dec. 20, 1761	
4	Intrepid	John Hale	60	420	Aug. 14, 1761	Convoy to the troops from New York to Sir George Pocock.
5	Enterprize	John Houlton	44	280	Jan. 24, 1762	
Sloop.	Porcupine	James Harmood	14	125	Sep. 22, 1758	
				1,680		

IN THE MEDITERRANEAN.

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England.*	*Disposition.*
2	Neptune	Sir Charles Saunders Brod. Hartwell	90	770	May 21, 1760	Ordered home.
3	Newark	Sir Piercy Brett Charles Inglis	80	665	Jan. 22, 1762	
	Thunderer	Charles Proby	74	650	July 21, 1760	Under the command of Vice-Admiral Sir Charles Saunders.
	Hercules	Jervis Henry Porter	74	650	July 6, 1760	
	Warspite	W. S. Willett	74	650	Dec. 11, 1761	
	Arrogant	John Amherst	74	650	Mar. 25, 1762	
	Dorsetshire	John Campbell	70	520	Nov. 30, 1761	
	Chichester	John Elliot	70	520	Nov. 27, 1761	
	Somerset	Edward Hughes	70	520	May 21, 1761	
	Bienfaisant	George Balfour	64	500	Nov. 30, 1761	

Rate.	*Ships.*	*Commanders.*	*Gns*	*Men.*	*When sailed from England*	*Disposition.*
3	Africa	Alexander Hood	64	500	Dec. 12, 1761	In the Mediterranean, under the command of Vice-Admiral Sir Charles Saunders.
	Belliqueux	Richard Edwards	64	500	Feb. 2, 1761	
4	Montagu	William Mantell	60	420	Nov. 27, 1761	
	Dunkirk	Robert Digby	60	420	May 25, 1760	
	Firm	John Ferguson	60	420	May 21, 1760	
	Anson	Matthew Whitwell	60	420	Sept. 6, 1760	
	Jersey	Andrew Wilkinson	60	400	May 28, 1760	
	Preston	John Evans	50	350	May 21, 1757	
	Isis	Charles Meadows	50	350	Jan. 23, 1761	
5	Pallas	Michael Clements	36	240	June 19, 1760	
	Thetis	John Moutray	32	220	Dec. 18, 1757	
	Vestal	Samuel Hood	32	220	May 14, 1760	
	Quebec	Hon. J. L. Gower	32	220	Aug. 28, 1760	
	Brune	George Ant. Tonyn	32	220	Nov. 26, 1761	
	Montreal	William Howe	32	220	Dec. 31, 1761	
6	Active	Herbert Sawyer	28	200	Apr. 10, 1759	
	Valeur	Robert Lambert	28	200	comm. there	
	Sheerness	John Clark	24	160	June 4, 1760	
	Kennington	Robert Barbor	20	160	Aug. 12, 1760	
	Gibraltar	Walter Griffith	20	160	April 1, 1759	
Frigate	Favorite	Philip Pownall	16	125	May 1, 1758	
Sloop	Saltash	Michael Kaerney	14	125	Apr. 1, 1759	
Bomb	Terror	St. John Chinery		60	Apr. 14, 1759	
	Infernal	Charles Roche		60	Mar. 30, 1761	
	Firedrake	James Orrok		60	ditto	
	Furnace	James Chaplen		60	ditto	
Hulk	Ipswich			60		
2	Blenheim	James Cranston	90	750	May 28, 1762	To relieve the Neptune.
4	Windsor	Archibald Clevland	60	420	Sept. 11, 1761	Under the King's orders for renewing treaties with the Barbary States.
				13,815		

FOREIGN CONVOYS AND CRUIZERS.

Sloop	Goree	John Hickes	8	50	Sept. 12, 1759	Employed for the protection of Senegal
Buss	London	John Brown	6	45	Mar. 9, 1759	
Brig	Goree	John Bowerbank		45	comm. there	Ditto at Goree.
4	Assistance	William Norton	50	350	Feb. 25, 1762	Gone to St. Helena to convoy the homeward-bound East Indiamen.
6	Deal Castle	George Tindall	20	160	Apr. 10, 1762	Gone convoy to transports with troops on board to Senegal, to return with the empty transports.
5	Danae	Henry Martin	38	250	May 6, 1762	Gone with the trade to the Leeward Islands and Jamaica, to remain at the latter.
6	Greyhound	Thomas Francis	20	160	June 18, 1762	Gone to Cork, to convoy victuallers from thence to the Leeward Islands and Jamaica: to remain at the latter.
5	Chesterfield	John Scaife	44	280	Dec. 4, 1761	Convoyed the trade to Virginia, &c. and was to return from thence the end of last month. Ordered by Lord Colvill to convoy the troops from New York to Sir George Pocock.
5	Launceston	Edmund Affleck	44	280	Apr. 7, 1762	Coming home convoy to mast ships, from New England.
	Gosport	John Jervis	44	250	ditto	Convoy to the trade to Virginia and Maryland. To return from thence with the homeward-bound trade in September next.
6	Aldborough	M. Graham	20	160	Mar. 28, 1762	Convoy to victuallers, and the trade to Nova Scotia and Quebec; to return with the homeward-bound trade.
1	Success	John Botterell	20	160	June 25, 1762	Convoy to the trade to South Carolina and Georgia. To attend on the trade of those provinces till further orders.
4	Antelope	Thomas Graves	50	350	June 5, 1762	Protecting the Newfoundland Fishery.
6	Syren	Charles Douglas	24	160	Apr. 21, 1762	
Frigate	Gramont	Patrick Mouatt	18	125	Apr. 24, 1762	
5	Thames	John Eliot	32	220	ditto	Cruizing off the island o Madeira.

Rate.	*Ships.*	*Commanders.*	*Guns*	*Men.*	*When sailed from England*	*Disposition.*
	Blonde	Arch. Kennedy	32	220	Dec. 6, 1760	Station between Oporto and the Bayonne Islands.
Sloop	Jamaica	George Burdon	14	125	Mar. 26, 1760	
6	Surprize	Joseph Fraine	24	160	Mar. 4, 1762	Station between Lisbon and the Borlings.
Sloop	Zephir	John Lewis Gidoin	10	110	June 6, 1762	
4	Lion	Edward Le Cras	60	420	May 19, 1762	Coming home with empty transports from Lisbon.
6	Hind	Philips Cosby	20	160	ditto	
3	Essex	Alexander Schomberg	64	500	June 21, 1762	To Belle Isle, to convoy troops from thence to Lisbon, and after waiting there five or six days, return with the trade
5	Venus	Thomas Harrison	36	240	June 23, 1762	Gone with Prince of Mecklenburg to Lisbon; to return immediately.
6	Unicorn	Charles Fielding	28	200	June 4, 1762 from Portsmouth.	Gone with the Count de la Lippe to Lisbon; to return immediately.
	Renown	Hon. Fred. Maitland	26	200	At Plymouth	Ordered to convoy transports to Oporto; and when the merchants'effects areput on board, return with them.
	Dolphin	Robert Keeler	20	160	June 3, 1762	Convoy to corn ships, &c. to Lisbon, in her return from thence to call at Oporto, and into Ferrol, for intelligence.
Frigate	Postilion	Hugh Dalrymple	18	120	May 23, 1762	Gone with the trade to Viana and Oporto; then to cruize for a month between Cape Finisterre and the Borlings, and return with homeward-bound trade.
Sloop	Peregrine	Edward Knowles	10	110	Dec. 28, 1761	Was sent to Lisbon with orders to commence hostilities against the Spaniards. Has not been since heard of.

WITH SIR EDWARD HAWKE.

1	Royal George	Sir Edward Hawke; William Bennett	100	880	
2	Prince	Benjamin Marlow	90	750	
	Ocean	William Langdon	90	750	
3	Princess Amelia	His Royal Highness the Duke of York; Right Hon. Lord Howe	80	665	
	Magnanime	John Montagu	74	650	
	Hero	Hon. S. Barrington	74	650	
	Nassau	Maurice Suckling	64	480	
	Revenge	Edward Vernon	64	480	
4	Prince of Orange	Samuel Wallis	60	420	
	Achilles	William Fortescue	60	420	
5	Æolus	William Hotham	32	220	
6	Tartar	John Knight	28	200	
Sloop	Martin	Benjamin Caldwell	14	125	
3	Swiftsure[f]	Sir Thomas Stanhope; R. Teale, acting per order	70	520	After seeing the Valentine East India ship 200 leagues into the ocean, to repair to Sir E. Hawkes' rendezvous.
				7,210	

AT BELLE ISLE.

3	Mars	Richard Spry	74	650	Ordered into port to clean.
	Lancaster	James Sayer	70	530	
	Prince Frederick	Jervis Maplesden	64	480	
4	Dreadnought	Mathew Moore	60	420	
5	Southampton	Charles Antrobus	32	220	
6	Wager	Thomas Fitzherbert	24	160	
Sloop	Mortar	John Symons	10	110	
				2,560	

IN BASQUE ROAD.

Rate.	*Ships.*	*Commanders.*	*Guns*	*Men.*	*Disposition.*
3	Bellona	Peter Dennis / Charles Ellys	74	665	Under the command of Commodore Denis.
2	Sandwich	Richard Norbury	90	750	
	Union	Thomas Evans	90	770	
	Royal William	Hugh Pigott	84	750	
3	Fame	Hon. John Byron	74	650	
	Buckingham	Peter Parker	70	520	
	Burford	James Gambier	64	500	
	Trident	Benjamin Clive	64	500	
4	St. Florentin	John Stanton	60	420	
5	Lynn	Archibald Millar	44	280	
	Phœnix	Christopher Bethell	44	280	Ordered home.
6	Guarland	Francis Renolds	24	160	
Bomb	Blast	John Hay		60	
Fireship	Vesuvius	James Chads		45	Ditto.
	Ætna	Michael Henry Pascall		45	Ditto.
	Roman Emperor	William Locker		45	
	Raven	Alan Gardiner		45	
				6,485	

DOWNS SQUADRON.

2	St. George	Thomas Warrick	52	515	Under the command of Commodore Moore.
4	Portland	Richard Hughes, jun.	50	350	
5	Lowestoffe	Walter Sterling	32	220	
	Flora	G. Nightingale	32	220	
	Diana	William Adams	32	220	
	Pearl	Joseph Deane	32	220	
6	Maidstone	Weston Varto	28	200	
Frigate	Pomona	John Brooks	18	130	
	Nautilus	Peter Forbes	18	125	
Sloop	Fortune	Samuel Cockfield	14	125	
	Kingsfisher	James Worth	10	110	
	Hazard	Hon. H. St. John	8	60	
Bomb	Carcass	Rt. Hon. Lord W. Campbell		60	
	Pelican	Edward Mountford		60	
Fireship	Cormorant	John Hamilton		45	
	Proserpine	George Talbot		45	
				2,705	

HAVRE SQUADRON.

4	Guernsey	James Smith	50	350	Under the Command of Commodore Young.
5	Rainbow	Mark Robinson	44	280	
	Adventure	Charles Middleton	32	220	
	Tweed	William Paston	32	220	
Frigate	Sardoirne	Lemuel Shuldham	14	110	
Sloop	Fly	George Gayton	8	80	
	Hambro's Prize	Francis Lynn	8	70	
				1,330	

HOME CONVOYS AND CRUIZERS.

5	Niger	John Bentinck	32	220	Cruizing to intercept three flutes loaded with provisions for the West Indies. After continuing on this service three weeks, to proceed off Ferrol and Oporto for intelligence, then return to England.
	Arethusa	Hon. Raby Vane	32	220	
6	Coventry	Robert Carpenter	28	200	
5	Saphire	John Strachen	32	220	At Plymouth refitting, ordered to return to her station off Tory Island.
	Juno	Henry Philip Towry	32	220	At Plymouth. Ordered to cruize for three weeks, between the latitudes 48 and 51 degrees north, not exceeding 50 leagues to the westward of Scilly.
	Torrington	Charles Lucas	30	200	Convoy to the Baltic, and to return with the homeward-bound trade.
	Looe	Taylor Penny	30	220	Attends the Bristol Trade.
6	Milford	John Reynolds	28	200	
	Shannon	Richard Braithwaite	28	200	Cruizing off Brest
	Mermaid	James Watson	28	200	Sent for into Plymouth

Rate.	Ships.	Commanders.	Guns	Men.	Disposition.
	Liverpool	Richard Knight	28	200	At Plymouth. To cruize for three weeks, between the Isle of Bas and Ushant, and then to return to Plymouth.
	Rye	James Innis	24	160	Cruizing between Yarmouth and Flambrô Head, and convoys the trade, occasionally, to Holland.
6	Solebay	John Wilson	24	160	Gone convoy to some Hudson's Bay ships, 100 leagues westward of the Orkneys, then to return to the Nore.
	Lively	Hon. Keith Stewart	20	160	Cruizing (with the Ranger) between Holy Land and Buchanness.
	Flamborough	Samuel Thompson	20	160	Gone convoy to the transports to the Weser and back.
	Scarborough	John Scott	20	160	Conveyed the Draught, from Newcastle to the Weser, coming home with the empty transports.
Frigate	Tamar	Thomas Lee	16	125	Constant convoy to cattle ships, &c. between Cork and Belle Isle, and Basque Roads.
	Racehorse	John M'Cartney	16	125	Gone convoy to the Baltic, and to return with the homeward-bound trade.
	Escorte	John Bagster	14	110	Gone with the trade to Milford, to return to Plymouth.
Sloop	Albany	Thomas Symonds	14	125	At Spithead.
	Weazle	Francis Richards	16	125	Gone to convoy some ships down the Channel.
	Scorpion	John Henshaw	14	125	Off Brest. Ordered into Plymouth.
	Swan	Jacob Lobb	14	125	Cruizing between Harwich and Helvoetsluys, for the protection of the packet boats.
	Despatch	Hon. Pere Bertie	14	125	Cruizing between Holy Island and Buchanness, till further order.
	Hound	Robert Carre	14	125	Protects the Shetland Fishery.
	Tryall	James Cunyngham	14	125	Gone to Dublin, to convoy some linen ships from thence to the Downs.
	Swallow	James M'Kenzie	14	125	Gone to Liverpool (by Rear-Admiral Durell's order) to attend the impress at that port till the return of the Hawke.
	Senegal	William Forster	14	125	Gone with an express to Sir Edward Hawke.
	Badger	Henry Scott	12	125	Protects the Iceland Fishery.
	Diligence	William Osborne	10	110	Gone off Brest to recall the Mermaid and Scorpion.
	Hawke	Richard Smith	10	110	Employed on the impressing service at Liverpool, coming with some new raised men to Plymouth.
	Otter	Francis Davis	10	110	At Plymouth; when refitted, to execute former orders for attending the trade of Exeter.
	Spy	Thomas Hayward	10	110	Convoy with the Torrington to the Baltic trade
	Hunter	James Ferguson	10	110	Convoy to transports (with the Hambrô) to the Weser, and return with the empty transports.
	Lynx	Sir Alexander Holburne	10	100	Constant convoy to victuallers, &c. between Cork, Belle Isle, and Basque Road.
	Druid	John Luttrell	10	100	Coming with the trade from Plymouth to St. Helen's; to return to Plymouth and clean.
	Happy	Hugh Bromedge	8	80	Cruizing till further order, between Harwich and Hambro' Head, for protection of the fisheries on that coast.
	Speedwell	William Kite	8	80	Cruizing between the Lands-end and the Lizard.
	Wolf	William Long	8	80	Cruizing between the Lizard and Dodman; to continue on this station till relieved by the Savage.
	Peggy	Lieutenant C. Hudson	8	80	Cruizing between the Lizard and Ramhead.
	Ranger	George Douthwaite	8	60	Cruizing (with the Lively) between Holy Island and Buchanness.
	Cruizer	Charles Leslye	8	60	Protects the Mackrell Fishery on the coast of Norfolk.
	Laurel	John Milligen	8	60	At Pool, raising men.
Cutter	Swift	George Bowyer	10	30	Employed on the impress service at Liverpool.
Bomb	Baltimore	Stephen Hammick		60	Coming with a tender, with impressed men on board, from Newcastle to the Nore.
				6,050	

IN PORT, FITTING OR REFITTING.

Rate.	Ships.	Commanders.	Guns	Men.	Disposition.
3	Kent	Robert Faulkener	74	650	At Longreach, taking in her guns.
	Shrewsbury	Hugh Palliser	74	650	At Portsmouth, refitting.
	Torbay	William Brett	74	650	At Plymouth, do.
	Cornwall	Robert Mann	74	650	do. do.
	Superb	Joshua Rowley	74	650	At Portsmouth, do.
	Monmouth	John Storr	64	480	At Plymouth, do.
	St. Anne	William Harman	64	500	At Portsmouth, fitting for foreign service.
	Bedford	William Martin	64	480	do. Fitting out.
4	Romney	Hon. R. B. Walsingham	50	350	At Woolwich, do.
5	Prince Edward	Thomas Willis	44	280	In Plymouth Sound.
	Chester	William Hay	40	250	At Plymouth, fitting out.
	Melampe	John Clerke	36	240	At Spithead.
	Brilliant	James Loggie	36	240	At Plymouth, refitting.
	Minerva	Joseph Peyton	32	220	At Portsmouth, do.
	Emerald	Timothy Edwards	32	220	At Hull, fitting out.
	Lark.	Thomas Shirley	32	220	At Longreach, taking in her guns.
	Boston	Sir Thomas Adams, Bart.	32	220	At Deptford, fitting out.
	Humber	Richard Onslow	32	200	At Sheerness, fitting out.
6	Ludlow Castle	Thomas Hallum	24	180	At Deptford, repairing.
	Nightingale	John Brisbane	24	160	At Woolwich, refitting.
	Terpsichore	Hon. John Ruthven	24	160	At Sheerness, do.
Armed vessel.	George	Thomas Male	24	100	At Plymouth, do. To return to Cork, and execute former orders for attending the impress at that port, &c.
Frigate	Merlin	William Francis Bourke	18	130	At the Nore, ready all but men.
Store-sh	Crown	James Fealtus	22	120	At Woolwich, fitting to carry stores to Gibraltar.
Sloop	Beaver	William Abdy	14	125	At Plymouth, refitting.
	Epreuve	Peter Blake	14	125	do. do.
	Hornet	George Johnstone	14	125	At Sheerness, repairing.
	Alderney	Richard Brudnell	10	110	At Woolwich, ready to proceed to Galleon's Reach to take in her guns.
	Barbadoes	James Hawker	10	100	At Plymouth, refitting.
	Savage	George Peard	8	80	do. do.
	Wasp	George Collier	8	80	do. do.
Fire-sh.	Lightning	Joseph Norwood		45	At Portsmouth, do.
	Grampus	John M'Bride		45	At Sheerness, fitting.
	Pluto	William Allen		45	At Woolwich, to be refitted.
	Strombolo	Mark Pattison		45	At Woolwich, to be refitted.
	Salamander	William Williams		45	At Woolwich, to be refitted.
Yacht	Dorset	William Williamson	10	50	Attends on the government of Ireland.
	Fubbs	Henry Richard Dubois	8	40	In the river.
	Katharine	Henry Marsh	8	40	In the river.
	Augusta	Charles Wray	8	40	In the river.
				9,120	

HARBOUR SERVICE.

Rate.	Ships.	Commanders.	Guns	Men.	Disposition.
1	Royal Sovereign	Robert Hathorn	80	670	At Spithead.
2	Duke	Samuel Graves	90	770	At Plymouth.
	Princess Royal	John Falkingham	90	465	Ordered from the Nore to Chatham, to refit.
3	Captain	Hon. George Falconer	64	400	In Sea Reach.
4	Princess Mary	James Shirley	60	300	At Blackstakes, fitted to lie in Sea Reach.
Hosp-sh	Princess Caroline	Lt. John Foster		41	At Sheerness.
	Canterbury	Lt. Will. Mainwaring		50	At Plymouth.
	Rupert	Lt. John Fraser		28	At Plymouth.
	Ruby	Lt. John Fraser		10	At Plymouth.
	Phœnix	Lt. Isaac Crouch		16	At Tower Wharf.
				2,750	

ABSTRACT.

Station	Rate.	Ships.	Men.
In the East Indies	3	4	2230
	4	7	2800
	6	4	680
	Store-sh	1	180
	Hulk	1	
		17	5,840
With Sir George Pocock	2	1	770
	3	15	8635
	4	6	2410
	5	3	690
	6	4	680
	Frigate.	1	130
	Sloop	1	80
	Cutter	1	35
	Bombs	3	180
		35	13,610
At Jamaica	4	3	1050
	5	2	500
	6	4	680
	Sloop	2	205
Coming home	4	1	350
	6	1	200
	Sloop	1	110
		14	3,095
At the Leeward Islands	3	3	1670
	4	3	1050
	5	3	720
	6	5	960
	Sloops	3	260
	Hulk	1	30
		18	4,690
In North America	3	1	535
	4	1	420
	5	1	280
	6	2	320
	Sloop	1	125
		6	1,680
In the Mediterranean	2	2	1520
	3	11	6325
	4	8	3200
	5	6	1340
	6	5	880
	Frigate	1	125
	Sloop	1	125
	Bombs	4	240
	Hulk		60
		39	13,815
Foreign convoys and cruizers.	3	1	500
	4	3	1120
	5	7	1740
	6	10	1680
	Frigates	2	245
	Sloops	4	395
	Buss	1	45
	Brig	1	45
		29	5,770

Rate.	Ships.	Men.	Station
1	1	880	With Sir Edward Hawke.
2	2	1500	
3	6	3445	
4	2	840	
5	1	220	
6	1	200	
Sloop	1	125	
	14	7,210	
3	3	1650	At Belle Isle.
4	1	420	
5	1	220	
6	1	160	
Sloop	1	110	
	7	2,560	
2	3	2270	In Basque Road.
3	5	2835	
4	1	420	
5	2	560	
6	1	160	
Bomb	1	60	
Fire-sh.	4	180	
	17	6,485	
2	1	515	Downs Squadron.
4	1	350	
5	4	880	
6	1	200	
Frigates	2	255	
Sloops	3	295	
Bombs	2	120	
Fireshp.	2	90	
	16	2,705	
4	1	350	Havre Squadron.
5	3	720	
Frigate	1	110	
Sloops	2	150	
	7	1,330	
5	6	1300	Home convoys and cruizers.
6	10	1800	
Frigate	3	360	
Sloops	24	2500	
Cutter	1	30	
Bomb	1	60	
	45	6,050	
3	8	4710	In Port, fitting or re-fitting.
4	1	350	
5	9	2090	
6	3	500	
Arm-ves	1	100	
Frigates	1	130	
Store-sh	1	120	
Sloops	7	725	
Fire-sh.	5	225	
Yachts	4	170	
	40	9,120	
1	1	670	Harbour Service.
2	2	1235	
3	1	400	
4	1	300	
Hosp-sh	5	145	
	10	2,750	

GENERAL ABSTRACT.

Rate.	Ships.	Men.	Rate.	Ships.	Men.
1	2	1550	Bomb-vessels	11	660
2	11	7810	Store-ships	2	250
3	58	32935	Armed vessel	1	100
4	40	15430	Cutters	2	35
5	48	11260	Yachts	4	170
6	52	9100	Brigantine	1	45
Frigates	11	1355	Buss	1	45
Sloops	51	5205	Hospital-sh.	5	145
Fire-ships	11	495	Hulks	3	90
			General Total	314	86,710

STATE PAPER;

OR,

DECLARATION OF HIS BRITANNIC MAJESTY.

HIS MAJESTY owes to himself and to Europe a frank exposition of the motives which have dictated his late measures in the Baltic.

His Majesty has delayed this exposition only in the hope of that more amicable arrangement with the court of Denmark, which it was his Majesty's first wish and endeavour to obtain, for which he was ready to make great efforts and great sacrifices; and of which he never lost sight even in the moment of the most decisive hostility.

Deeply as the disappointment of this hope has been felt by his Majesty, he has the consolation of reflecting, that no exertion was left untried on his part to produce a different result. And while he laments the cruel necessity which has obliged him to have recourse to acts of hostility against a nation, with which it was his Majesty's most earnest desire to have established the relations of common interest and alliance, his Majesty feels confident that, in the eyes of Europe and of the world, the justification of his conduct will be found in the commanding and indispensable duty, paramount to all others amongst the obligations of a sovereign, of providing, while there was yet time, for the immediate security of his people.

His Majesty had received the most positive information of the determination of the present ruler of France to occupy, with a military force, the territory of Holstein—for the purpose of excluding Great Britain from all her accustomed channels of communication with the continent; of inducing or compelling the court of Denmark to close the passage of the Sound against the British commerce and navigation; and of availing himself of the aid of the Danish marine for the invasion of Great Britain and of Ireland.

Confident as h Majesty was of the authenticity of the sources from which this intelligence was derived, and confirmed in the credit which he gave to it, as well by the notorious and repeated declarations of the enemy, and by his recent occupations of the towns and territories of other neutral states, as by the prepara-

tions actually made for collecting a hostile force upon the frontiers of his Danish Majesty's continental dominions, his Majesty would yet willingly have forborne to act upon this intelligence, until the complete and practical disclosure of the plan had been made manifest to all the world.

His Majesty did forbear, as long as there could be a doubt of the urgency of the danger, or a hope of an effectual counteraction to it, in the means or in the dispositions of Denmark.

But his Majesty could not but recollect that when, at the close of the former war, the court of Denmark engaged in a hostile confederacy against Great Britain, the apology offered by that court for so unjustifiable an abandonment of a neutrality which his Majesty had never ceased to respect, was founded on its avowed inability to resist the operation of external influence, and the threats of a formidable neighbouring power. His Majesty could not but compare the degree of influence which at that time determined the decision of the court of Denmark, in violation of positive engagements, solemnly contracted but six months before; with the increased operation which France had now the means of giving to the same principle of intimidation, with kingdoms prostrate at her feet, and with the population of nations under her banners.

Nor was the danger less imminent than certain. Already the army destined for the invasion of Holstein was assembling on the violated territory of neutral Hamburgh. And Holstein once occupied, the island of Zealand was at the mercy of France, and the navy of Denmark at her disposal.

It is true, a British force might have found its way into the Baltic, and checked for a time the movements of the Danish marine. But the season was approaching when that precaution would no longer have availed; and when his Majesty's fleet must have retired from that sea, and permitted France, in undisturbed security, to accumulate the means of offence against his Majesty's dominions.

Yet, even under these circumstances, in calling upon Denmark for the satisfaction and security which his Majesty was compelled to require, and in demanding the only pledge by which that security could be rendered effectual—the temporary possession of that fleet, which was the chief inducement to France for forcing Denmark into hostilities with Great Britain; his Majesty accompanied this demand with the offer of every condition which could tend to reconcile it to the interests and to the feelings of the court of Denmark.

It was for Denmark herself to state the terms and stipulations which she might require.

If Denmark was apprehensive that the surrender of her fleet would be resented by France as an act of connivance, his Majesty had prepared a force of such formidable magnitude, as must have made concession justifiable even in the estimation of France, by rendering resistance altogether unavailing.

If Denmark was really prepared to resist the demands of France, and to maintain her independence, his Majesty proffered his co-operation for her defence—naval, military, and pecuniary aid; the guarantee of her European territories, and the security and extension of her colonial possessions.

That the sword has been drawn in the execution of a service indispensable to the safety of his Majesty's dominions, is matter of sincere and painful regret to his Majesty. That the state and circumstances of the world are such as to have required and justified the measure of self-preservation, to which his Majesty has found himself under the necessity of resorting, is a truth which his Majesty deeply deplores, but for which he is in no degree responsible.

His Majesty has long carried on a most unequal contest of scrupulous forbearance against unrelenting violence and oppression. But that forbearance has its bounds. When the design was openly avowed, and already but too far advanced towards its accomplishment, of subjecting the Powers of Europe to one universal usurpation, and of combining them by terror or by force in a confederacy against the maritime rights and political existence of this kingdom, it became necessary for his Majesty to anticipate the success of a system, not more fatal to his interests than to those of the powers who were destined to be the instruments of its execution.

It was time that the effects of that dread which France has inspired into the nations of the world, should be counteracted by an exertion of the power of Great Britain, called for by the exigency of the crisis, and proportioned to the magnitude of the danger.

Notwithstanding the declaration of war on the part of the Danish government, it still remains for Denmark to determine whether war shall continue between the two nations. His Majesty still proffers an amicable arrangement. He is anxious to sheathe the sword which he has been most reluctantly compelled to draw. And he is ready to demonstrate to Denmark and to the world, that having acted solely upon the sense of what was due to the security

of his own dominions, he is not desirous, from any other motive, or for any object of advantage or aggrandizement, to carry measures of hostility beyond the limits of the necessity which has produced them.

Westminster, Sept. 25, 1807.

CORRECT RELATION OF SHIPWRECKS.

No. XX.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.
FALCONER.

AFFECTING NARRATIVE.

Copy of Henry Ellard's Narrative of the Loss of his Majesty's Schooner Felix, dated off Santander.

HONOURED CAPTAIN,

I TAKE the liberty of sending you these few lines to inform you of our misfortune of being cast away in your schooner, on the night of the 22d January last, between twelve and three in the mor ing, on the coast that lies opposite the fort, at the entrance of Santander, where every soul perished but me, being 79 in number, including nine prisoners that we got exchanged, being sent here for them as cartel. We arrived here on the 18th of the said month, got our prisoners on board on the 19th, after twelve, when it came on to blow so strong right in the harbour, that we could not put to sea, being to anchor under the fort, from which they hailed us, ordering us to put to sea. We told them we could not, as the wind was right in the harbour; that if we did, we should be in great danger, as the weather looked bad, and the wind was right dead on the shore. They told us, if we did not go out immediately, they would fire into us, which they did about eight o'clock, and at twelve in the night gave us another shot; at four in the morning a third, it then blowing a gale; and at eight in the morning fired again on us, so was forced to weigh anchor, but it was impossible to get out, the wind blowing so strong from the N. W. with a terible sea, which obliged us to anchor at the entrance of the bay, the sea breaking over us every instant, and the gale still increasing. We rode out all that day in the greatest dan-

ger, was forced to haul down our cartel flag, and hoisted the English flag union downwards, and fired a number of guns in distress; but no assistance attempted to come near us, though a French brig, as we have since heard, and several American merchantmen, offered to assist us, but the heads of Santander would not permit them to come near us. We stood in this state all the night of the 20th, the gale continually increasing: on the 21st, we hove eight guns overboard, the sea running so high, that it washed our boat overboard, together with a great number of our hands, no one remaining on deck but what was lashed to different parts of the ship, in which we stood until the 22d, not knowing what to do, the sea running mountains high, nothing but death before our eyes. The captain, Lieutenant Mitchell, the pilot, and myself, were all that could be seen aboard; the bulwarks being all stove in, we were lashed to the ring bolts, on the quarter deck, the sea flying over us every instant. About twelve, a sea carried away our masts and bowsprit, so that nothing remained but clear decks and a bare hull; we lay lashed until two in the morning, when a sea parted our cables, so that we did not know what to do. I spoke to Captain Cameron, and persuaded him to jump overboard, that in five minutes we should be all to pieces on the beach, and murdered by the wreck; we immediately unlashed ourselves, and jumped overboard, where I held Captain Cameron by the head for some time, until the pilot or Mr. Mitchell laid hold of me by the leg, at which time I was obliged to let go Mr. Cameron, to clear myself; at length a sea hove me on shore, where I crawled upon my hands and knees, not being sble to walk, until I was clear of the sea, where I lay until half past six the next morning, almost dead, no person being there to assist me. I rose, and went towards the hills, but being so weak from the blood I lost from dreadful wounds I received on my head and several parts of my body, that I could not go any farther. At length, a Spaniard took me up, and dragged me to his house, where I lay for some time bleeding; at light they sent for a doctor, who dressed my wounds, and ordered me to be put to bed. In this situation I lay several days, until I was a little recovered, when they took me from thence, and put me in prison, where I remain, naked, half starved to death, and eaten up with dirt and vermin—no one to assist me. The English agent was once to see me, and told me he could not assist me, as the Spanish goverment had me in their charge, and only allows 5d. per day, which scarce keeps me alive.—I should be happy to be able to relate verbally to you all this, but I am afraid it will be

a long time, as I am kept so close confined. I should have sent you this account before now, but had no opportunity: at length a friend has offered to deliver this to our ambassador at Lisbon, to have it sent to you, &c.

NARRATIVE OF THE VOYAGE AND LOSS

OF

THE DUKE WILLIAM, TRANSPORT,

WHICH FOUNDERED AT SEA, WITH UPWARDS OF THREE HUNDRED FRENCH PRISONERS ON BOARD, IN THE YEAR 1758: AND OF THE ESCAPE OF HER CREW, IN OPEN BOATS.

Now first published,

From the original Manuscript of Captain Nicholls, her Commander.

[Continued from Vol. XVII. page 485.]

ON the 25th day of November, we sailed out of the bay of Canso. It blew strong at N. W. Captains Hurry, Beeton, Dobson, Sugget, Whitby, Kelsy, and myself, agreed to make the best of our way to France with the people, and not to go to Louisbourg, as it was a very bad time of the year to beat on that coast. I was appointed to lead the fleet. We took leave of the agent, who was bound to Louisbourg. The third day after we had been at sea, it blew a storm in the night, being thick, with sleet, and very dark: parted company with three ships of the fleet: the storm still continuing; in a day or two parted company with the rest. The ship continued in very good order, and, though the sea was mountains high, she went over it like a bird, and made no water. On the 10th of December, we saw a sail, which proved to be the Violet, Captain Sugget: on coming up, I asked how all were on board: he replied, in a terrible situation; they had a great deal of water in the ship, her pumps were choked, and he was much afraid that she would sink before morning. I begged of him to keep up his spirits, and I would, if it were possible, stay by him, and spare him the pump which I got out of the Parnassus. I told him that, as the gale had lasted so long, I hoped after 12 o'clock, it would moderate; but unfortunately it rather increased. At changing the watch, at 12, I found that we went fast a head of him, and that before morning, if we did not shorten sail, we should run him out of sight. I consulted with Captain Moore and our

mate, what was proper to do (we were then scudding under the foresail and treble reefed mainsail), and every one was unanimous that the maintopsail should be taken in, as the only way to save their lives was by keeping them company till the weather should moderate.

We then took in the maintopsail, and got our three pumps ready in case of necessity. The spare pump we had forced down an after hatch way, and shipped it into an empty butt; of which the French had brought several on board to wash in. We aired them with spun yarn, to bail in case of need; and every thing being prepared, we thought nothing could hurt us. Alas! we were too soon to find to the contrary. We thought now that the Violet gained on us; and at 4 o'clock we saw him very plain, for which I was quite glad.

On changing the watch, we found our ship still tight, and going very well, the carpenter assuring me there was no water to strike a pump. Being very tired with walking the deck so long, I thought I would go down and smoke a pipe of tobacco, to beguile the time, telling the mate to acquaint me immediately should there be any alteration. We had driven the board next the lower part of the pump, to see how much water was in the well; and every half hour, when the ball was struck, the carpenter went down. As he had yet found no water, I was quite happy in regard to our own situation. On my coming down, I bade a little negro boy that I had as an apprentice, to get me a pipe of tobacco. Soon after I had filled and lighted my pipe, while sitting in the state room, I was thrown from the chair by a blow which the ship received from a terrible sea. I sent the boy to ask Mr. Fox (the mate) whether any thing was washed over. He sent me word that all was safe, and that he saw the Violet coming up fast. Being very much fatigued, I thought I would try to get a little sleep to refresh me; and, without pulling off my clothes, threw myself on the side of the bed. Before my eyes were closed, Mr. Fox came and told me, that the carpenter had found the water above the keelson, and that the ship must certainly have sprung a leak. I immediately arose, and took the carpenter with me into the hold, and, to my great surprize, found the water roaring in dreadfully. On examining it, I found it was a butt started, and the more we endeavoured to press any thing in to stop it, the more the plank forsook the timber. We then went on deck, to encourage the people at the pumps. I had made a mark with a piece of chalk to see how the water gained upon us. Finding our case desperate, I went to all the Frenchmen's cabins, and begged of them to rise; that their

lives were not in danger, but that their help was desired at the pump, as it would be of the greatest service. They accordingly got up, and cheerfully assisted. By this time it was day light; when, to our great surprize and concern, we saw the Violet on her broad-side, a little distance from us; the fore yard broke in the slings, the foretopsail set, and her crew endeavouring to free her of the mizen mast; as I suppose she had just then broached-too by the foreyards giving way. It came on a most violent squall for ten minutes, and when it cleared up, we saw the poor unfortunate Violet, with near four hundred souls, was gone to the bottom! I must needs confess it shocked the stoutest of us all, especially as our fate seemed to be near. I got all the tubs before mentioned, and made gangways, the French men and women (who behaved with uncommon resolution) assisting. We then opened all the hatches, and as the water flowed fast into the hold, we filled the tubs and hauled them up, and turned them over the comings on the upper deck; which, with three pumps constantly at work, and bailing out of the gun room scuttle, must have vented a large quantity of water. A seam would not have hurt us; but the butt's end was more than we could manage; though I flatter myself every method was tried we thought of service. We quilted the spritsail with oakum and flax, with one of the topgallant sails in the same manner, to see whether any thing would suck into the leak, to stop it; but all in vain. We continued in this dismal situation three days; the ship, notwithstanding our endeavours, full of water, and expected to sink every minute. I had given all the liquor that we had left on board to the people, and all the provisions; the hold being full of water, and the ship swimming only by the decks being buoyed up with empty casks. The people, about six o'clock on the fourth morning, came to me, and declared that they had done all in their power; that the vessel was full of water; and that it was in vain to pump any more. I told them, I was convinced that what they said was but too true. I could not desire them to do more, for I was certain that they had behaved as brave men, and that we must trust to Providence, as there was no expedient left for us to save our lives. I then acquainted the priest with our situation; that every method for saving the ship and lives had been used; but that we expected the decks would blow up every moment. He seemed confused, but said he would immediately go and give his people absolution for dying; which he did, and I think a more melancholy scene cannot be supposed, than so many people, hearty, strong, and in health, looking at each other with tears in their eyes, bewailing their unhappy condition. No fancy can picture

the seeming distraction of the poor unhappy children, clinging to their mothers, and the wives hanging over their husbands, lamenting their miserable fate. Shocking situation! Words cannot describe it! I then called the people to come with me down the main hatchway, and examine the leak in the hold. I told them we must be content with our fate; and as we were certain we had done our duty, we should submit to Providence, to the Almighty will, with pious resignation.

I walked upon the deck with Captain Moore, desiring him to think, if he could, of an expedient to save us from perishing. With tears in his eyes, he assured me he knew of no method, as we had made use of all that could be thought of. Providence, I trust, put it in my mind to endeavour to hoist the boats out, that in case a ship should appear, we might save our lives, as the gale was more moderate. This I proposed to him. He said it would be impossible; for every body would endeavour to get into them. I said, I thought otherwise, as the sailors had behaved with uncommon resolution under the severe trial, and were very obedient to my commands. I flattered myself that they would still continue so, and they were all sensible, that in case the ship broached to, we must cut her masts away to hinder her from oversetting, and then it would be out of our power to hoist the boats out. We had thrown over all the booms, &c. off the decks to ease the ship. I then called the mates, carpenters, and men, and proposed getting our boats out; at the same time acquainting them that it was to save, if possible, every soul on board; and that in case any person should be so rash as to insist upon going into the boats, beside those whom I should think proper, I would immediately scuttle them. They all solemnly declared that my commands should be as implicitly obeyed as though the ship were in her former good condition. Such instances I believe are rarely to be found. I went and acquainted the head prisoner whom we had on board, wi.h what we were going to attempt. He was a hundred and ten years old, was the father of the whole island, and had a number of children, grand children, and other relations on board. He told me he was convinced that I would not do a bad action; as by experience, they had found what care I and my people had taken of them; and likewise what endeavours we had used to save the ship and their lives: they were therefore ready to assist in any thing I should propose. I assured them that I would not leave them, but would run the same chance with them; and that I thought it the only method to save our lives, in case Providence should send any ship to our assistance; and that it was certainly our duty to use all the means given us. I asked Mr.

Fox and the carpenter if they were willing to venture in the long boat; they answered bravely that they were; as, whether they died there or a mile or two farther off, was a matter of very little consequence; and as there was no prospect but death if they stayed, they would willingly make the attempt. I proposed to Captain Moore, the carpenter, and mate, their going in the cutter, which they agreed to. As the sea was too high to lower the boats into the water with the runners and tackles, I told them we would get the cutter over the side, and have a proper painter made fast to her, before she dropped into the water; and that they should have two axes to cut the runners and tackles when they should think it the most convenient time. We accordingly got the cutter over the sides; and the ship lying pretty quiet, they cut the tackles, and she dropped into the water very well, and the painter brought her up. We went then to work with the long boat. Daylight was, thank God! fairly come upon us, which gave us great spirits, as we flattered ourselves that if it pleased the Almighty to send a ship, it would be in our power to save all our lives, as the weather was now brave and moderate to what it had been. The mate and carpenter cut the runners; and the long boat fell into the the water as well as the cutter had done; and, having a proper painter made fast, she brought up extremely well.

There were people at the fore and maintopmast heads, to look out for a sail; when, to our unspeakable joy, the man at the main topmast head, cried out that he saw two ships right astern, making after us. I went and acquainted the priest and the old gentleman with the good news. The old man took me in his aged arms, and cried for joy. I ordered the ensign to be hoisted to the maintopmast shrouds, and to get the guns all clear to fire. It was very hazy, and the ships were not far from us when we discovered them first. As soon as we hoisted our signal of distress they hoisted English colours, and seemed to be West Indiamen, of about three or four hundred tons. We kept loading and firing as fast as possible, when we perceived that they spoke each other; and, setting their foresail and topsails, they hauled their wind, and made from us. I, imagining that the bigness of the ship, and her having so many men on board, it being war time, might occasion a distrust, ordered the mainmast to be cut away, to undeceive them. We had people all the time placed at the shrouds, to cut away in case of necessity. One of the shrouds, not being properly cut, checked the mainmast, and brought up right athwart the boats. I ran aft myself, and cut both the boats' painters, or else they would have been stove to pieces, and sunk

immediately. A dismal thing, to be obliged to cut away the only thing that could be the means of saving our lives, and to see the ships so basely leave us! No idea can reach our distress. Driven from the greatest joy to the utmost despair, death now appeared more dreadful. We had only the foresail hanging in the brails; and the braces of both preventers being rendered useless, by the falling of the mainmast, and the yard flying backwards and forwards by the rolling of the ship, we were fearful that she would overset directly.

We ran from the boats till we could but just see them, and finding that they did not endeavour to join us, though they had each oars, foremast, and foresail, I consulted with the boatswain what was proper to be done in our dismal condition. I told him, that I thought, at all events, we should bring the ship to, though I confessed it a terrible attempt, to hazard her oversetting. He said it appeared too hazardous, as the vessel steered very well. However, finding that the men in the boats did not attempt to join us, I called all the people aft, and told them my resolution. They said it was desperate, and so was their condition; but they were ready to do whatever I thought best. Captain Moore seemed to be quite against it. I then acquainted the priest, the old gentleman, and the rest of the people; who were pleased to say, that, let the consequence be what it would, they should be satisfied, I had acted for the best, and they were all resigned to what might happen. I ordered men to every foreshroud, and one, with an axe, to the foremast, to cut it away, in case I should have occasion to do so. I must say, that my situation was dreadful, to think that my doing a thing, which, though in my own judgment it was right, might be the means of sending nearly four hundred souls to eternity. But the Almighty gave me resolution to persevere in it. I gave orders to bring the ship to. In hauling out the mizen, which had been greatly chafed, it split. We then got a new staysail, and bent it to bring her to, which had the desired effect; though it was a long time first, and we were once afraid that we should be obliged to cut away the foremast, by a large sea striking her on the starboard quarter. The next sea hove her to, and she stayed very well. When they saw from the yawl, that we were lying to for them, they shipped their foremast, and ran us on board. As there was too much wind, and a large sea, to sprit the sail, they came on board holding the sheets in their hands. As soon as she came, I sent some men into her to row and fetch the long boat. They soon joined her, got her foremast up, and set the sail, as did the cutter, and, to our great joy, came safe to us.

[To be continued.]

PLATE CCXXXVIII.

NEWCASTLE UPON TYNE.

NEWCASTLE upon Tyne is situated in longitnde 1° 26′ west, of Greenwich; latitude 55° 1′ north. It lies 271 miles north of London, 14 miles north of Durham, and 107 south of Edinburgh.

This town is supposed, by Camden, to be the Garbosentum of the Romans; afterwards to have been called Monkchester; to have taken the name of Newcastle, when it was rebuilt by Robert, the eldest son of William the Conqueror, who erected the castle; and to have been subseqently called Newcastle upon Tyne, to distinguish it from Newcastle under Line, a borough town of Staffordshire. In the year 1135, the town was taken by David I. King of Scotland, but was soon after restored to King Stephen. The castle was repaired by King John, who added a ditch to the fortification; and, in the year 1209, he held a conference there, with William the Lion, King of Scotland. Another royal conference was holden at Newcastle, in 1235, or 1236, between Henry III. of England, and Alexander II. of Scotland. In the early part of the reign of Edward Ist, King Baliol did homage to him there. In the tenth year of Edward, Newcastle was amongst the first boroughs summoned to send representatives to parliament: its present members are, Sir Matthew White Ridley, Bart. and C. J. Brandling, Esq. In this reign, also, a rich man, who had been taken prisoner by the Scots, began the fortifications of the town, after his ransom: they were completed by the inhabitants, in the time of Richard II. who made Newcastle a corporation town: it is governed by a mayor, sheriff, and twelve aldermen. The wall is rather more than two miles in circumference, was formerly defended by towers, and had seven gates. —In the year 1346, Newcastle furnished seventeen ships and 314 mariners, for the siege of Calais. In 1640, it was taken by the Scots; and in 1644, after a long siege, it again fell into their hands. In the latter instance, Sir John Morley, the mayor, retired to the castle, with 500 men, and held out till terms of capitulation were obtained. The inhabitants saved the town by paying a sum of money; but the parliament disfranchised the corporation, and ordered the mayor to be tried by a court-martial.

Newcastle is situated, as its name imports, on the Tyne; over which, from the south side, it has a bridge, on which is a boun-

Arnot inv.ᵗ Hall sculp.ᵗ

Published 31 August, 1807, by J. Gold, 103, Shoe Lane, Fleet Street.

dary, dividing the county of Northumberland from the bishoprick of Durham. It possesses an excellent harbour, to which ships of 400 tons may come up with safety: those of a larger size generally stop at Shields.—The boats, which are introduced in the annexed plate, are called keels, and are used for the purpose of conveying coals down the river, to Shields, to vessels lying at the quay, &c. They are nearly of an oval shape, being very broad at the centre, and sharp at both ends, with a large square hole in the middle, for receiving the coals.

The town contains four parishes. The church of St. Nicholas, on the top of the hill, has the gracefulness and dignity of a cathedral.—The number of houses, in Newcastle, agreeably to the returns under the late population act, in 1803 or 1804, was 3,162, inhabited by 6,845 families. The total population was 28,366; of which, 12,369 were males, and 15,997 females.

Newcastle is a place of considerable trade. In addition to an immense quantity of coals, it exports wrought iron, lead, glass, salt, bacon, corn, salmon, butter, tallow, grindstones, stones for paving, &c. It has two markets, holden weekly on Tuesdays and Saturdays.

In the year 1737, the site and demesnes of the castle were granted to George Lyddel, Esq. for fifty years, at the yearly rent of 100 chaldron of coals for Greenwich Hospital.

PHILOSOPHICAL PAPERS.

Extracts from a Book entitled, "Naval Speculations and Maritime Politics; being a modest and brief Discourse of the Royal Navy of England, and of its Economy and Government." By Henry Maydman. 1691.

[Continued from Vol. XV. page 212.]

SEVENTHLY; The Rope-house, viz. the clerk and master rope maker are the guides of that affair, only the master attendant sometimes may inspect, or order some sizes of ropes and cordage, cables, &c. to be made as they are needed; and also sometimes his orders are necessary to detach some of the ordinary, or labourers, to twist the great cables. Indeed this office is very distinct from interfering with any of the rest of the offices; only the master attendant may detach some of their hands, to help to

heave a ship in or out of the dock, or the master builder on some emergencies; the nature of their work being such, that they do their work often by task, and so commonly do their day's work by two or three o'clock. The clerk hereof has a fine, quiet business, and very separate, if he be a good spirited man, so to use it, and to be just toward the king and the men; for he keeps the prick and check over them, and makes the quarterly books up for their pay, and the clerk of the check meddles not with them.

But there is an affair dependant or appendant rather: for there is a rope maker that makes up all the old and half worn cables, and cordage, opens the strands and knits them, and makes them up into cordage again; and it is called twice laid stuff, and serves for running ropes, port ropes, stage ropes, and small cordage. At Portsmouth it is prettily managed; the said rope maker contracts for so much by the hundred, and has tar allowed him: the store keeper delivers it to him, and receives it from him, and certifies his quantities; and the king's rope maker is excluded, in that particular yard only, from having cognizance therein, who is the most able man to inspect it, and oversee the work, that it be done as it ought, and no more made, or certified to be made, than is needful, or that too much tar be not put into it: but it is there finely carried; so that there is more made thereof in that yard in a year, than is in all the yards beside put together: it amounts to about four hundred pounds, some years, bare workmanship, which the man doth himself, and two or three servant boys, for the most part. I accuse not; but it is worth observation, which is all I have to say of the rope house.

Eighthly, All the other offices, viz. mast maker, boat builder, joiner, &c. are under the builder's orders: but the clerk of the check, if he be a fit man, will espy some works doing in the joinery, painters, and carvers' offices, for the beautifying of men's houses with cabinets, fine utensils of divers kinds, costly, and more to the king; for what is done there, costeth the king twice as much time and materials as it is worth. In this nature divers offices are corrupted: I fall not on particulars, but great sums may be spent that kind of way; for work and materials may serve to adorn men's houses, or build them about the town: these things are too obvious, and may not, nay must not, be denied, and all by connivance; and yet at the same time thrift pretended, and scruple to let a warrant officer on board have a small lock for his cabin, or store room: I say, these all are under the builder's direction, but he is blinded

and cannot see it; but the clerk of the check ought to visit them, and check them; as also the labourers that are employed by greedy and purloining officers of the yard, if they set them to work, in their gardens, do all the small offices about their houses, run abroad any where about errands, and absent themselves at any rate, under the pretence of being an officer's man or boat man; the king may lose no small matter yearly; I say, if a clerk of the check be not a man every way well appointed to his business.

And thus I will conclude with the yards; that they are all warranted from the Admiralty, and are under the command and definite orders of the commissioner of the place: but the carver, painter, smiths, &c. I reckon not of the yards, but are dependants, and therefore I will say a few things to them here; that is thus:

That carved work on the ships is come, with the painting them, to be a good part of the charge of the ship, and is not of any intrinsic value, in any manner of proportion to the cost, contributing to the good of the service, or strength of the nation; but, on the contrary, serve to rot the ships, entangle them when two ships happen to come together, and most dangerous of burning the ships when fire ships shall board them: for it is generally the carved work that takes fire first, and it runs on it like wild fire, by means of the oil of the paint; and many times the carved work is as rotten as touchwood, and will take fire even with a wad or coal of a cartridge, or tobacco. You may moderately compute the charge of carving and painting, that is needless unto the the navy, at the twentieth part of the charge of the hulls of the ships of the navy; which now may be thought considerable, where the navy is swollen to so great a bulk, and a certain necessity to have it greater: for our neighbours put so fair for the dominion of the seas, that I doubt, before the naval force of Christendom will be settled in the general peace, this kingdom may happen to be put to many hard tugs, to maintain their right; and the wealth of the nation, together with the blood thereof, will be greatly exhausted; and therefore for the saving the one from profuse expences, and preserving the breeding and maintaining the other, is of no small consideration at this time; and the more timely it be considered, we may with the more facility effect our desires. As for the former, I compute the unnecessary charge thereof, by the thirty last ships, by the parliament's order built, if the money they gave for it (as I think) was six hundred thou-

sand pounds, and the king spent two hundred thousand more, in all eight hundred thousand pounds (admit that there were the cost), I compute the carving and painting at the fortieth part of the whole, allowing the hulls to be but half of that cost, which is four hundred thousand pounds: then the carving and painting is the twentieth part thereof, which is twenty thousand pounds profuse expences, out of four hundred thousand pounds spent on hulls; which twenty thousand pounds might be saved, and with more safety and security to the ships from fire, and less rotting their work.

The arguments against this thrift are usually the splendor of the navy, and the discouragement of arts. The arguments being weak, the confutation may be short; which is thus: The true splendor and glory of the navy lies in the good government thereof, the easiness of the expence to the nation, and the achievement of great actions, preserving the honour, safety, and wealth of the nation; and not in adorning of our ships: and for the arts of painting and carving, it is not worthy to be named, in comparison with the cost of the affair. The means of this profuseness hath been created by interest of builders at the navy board, every one endeavouring to excel each other in beautifying their own works, thereby to bring them and themselves into greater esteem; and that they might be so with the commanders, they have not stayed there, but endeavoured also to exceed each other in the contriving the accommodations for them, to that degree that the other officers, and the seamen, are pent up into too little and small accommodations and conveniences; and the warlike uses and institutions thereof neglected, and much impeded; the which I shall more plainly make appear, when I am come on board.

Yet before I leave the yard, I must take leave of the porter. who hath shut the gate upon me, who is an officer also, and warranted from the Admiralty: his office is to open and shut the gates, and either himself or helper to be always at his post, to take notice of all that enter or go out thereof all the day time; and to see the watch set, giving them such instructions as he shall receive from the commissioners. If he be a temperate, careful, and honest man, he may prevent much evils, which otherwise will slide without notice; by giving the commissioner, check builder, and all the other chief officers, needful notice, and true information of what he shall see, or they inquire after; and tell them I am gone on board, and dare not lie a night with my wife, although come lately from sea.

[To be continued.]

NAVAL LITERATURE.

Naval Anecdotes; or, a New Key to the Proceedings of a late Naval Administration. Second Edition.

FROM the *Introduction* to this work, we learn that an anonymous pamphlet has been "industriously circulated" amongst naval officers, and other persons, under the title of "*A Key to the Papers presented to the House of Commons upon the Charges preferred against Lord St. Vincent by Mr. Jeffery.*"* That such a pamphlet *has* been circulated, we must take for granted; but that it has been so "*industriously*" circulated, as the author of the *New Key* takes upon himself to assert, we scarcely know how to accredit; as, although we have made several applications for that purpose, we have never been able to obtain a sight of it. All the account, therefore, which we can present our readers with, respecting it, is the following; which, without pledging ourselves for its accuracy, we copy from the concluding chapter of the publication before us:—

"The various charges which the author of the Key has thought proper to adduce against the Navy Board may be summed up as follows:

"He begins by charging them, in his Introduction, with being the actual accusers of Earl St. Vincent, through the medium of Mr. Jeffery, and with silently acquiescing in the censures of the Commissioners of Naval Inquiry.

"He proceeds to accuse them, under the head of stores, of betraying the trust reposed in them, and perfidiously creating a scarcity of naval stores for the base purpose of effecting a clamour against Earl St. Vincent—under the head of copper, of being instrumental in causing sickness and desertion among our seamen, and a long catalogue of other evils, concluding with the escape of the enemy's fleets.

"Under the head of timber, he arraigns them of disobeying the positive orders of the Admiralty, regulating the store of timber in the dock yards, causing the rapid decay of his Majesty's ships, and sacrificing the interest of the public to the rapacity of contractors. Again, in treating of building ships by contract, the Navy Board are represented as in league with the merchant build-

* Vide NAV. CHRON. vol. xiii. p. 420.

ers, and as aiding them to extort from government nearly 60 per cent. more than they were fairly entitled to.

"In discussing the mode of working the shipwrights, the Navy Board are charged with the most profligate waste of money and labour, and with paying 'the greatest possible quantum of money for the smallest possible quantum of work;' and finally, under the head of Navy Board, they are indiscriminately charged with negligence and fraud of every description."

To refute these alleged charges, is the avowed object of the *New Key*; the author of which, if not actually a member of the late Navy Board, must be intimately acquainted with all the details of that department. Not having seen the criminating charges, we cannot pretend to say whether the present tract may be considered as a complete vindication of the Navy Board. The author, however, is an able writer; as a partisan, his language is entitled to praise for its temperateness; yet his animadversions are keen; and, if the object of his attack be not clothed in the impenetrable mail of conscious rectitude, they must inflict wounds both deep and galling.

We are utterly indisposed to take any share in the dispute; but as the following observations, on subjects which relate to the improvement of our naval resources, seem to have been dictated rather by a spirit of patriotism, than of party feeling, we submit them to the consideration of our readers:—

"In regard to public establishments for the manufacture of naval stores, we should be disposed to recommend them only in those articles in which quality is a much greater object than price. We dissent altogether from the opinion of their superior economy, and we should regret the further extension of a system of such doubtful promise.

"In respect to building ships, there is, in war, when the shipwrights in the royal yards are almost wholly occupied with the repairs of our immense navy, an obvious necessity to resort to the merchants' yards. In the present condition of our navy and of Europe, the same necessity may be found to exist at the conclusion of peace. Every thing in the state of Europe demonstrates the necessity of being prepared in the event of peace for the renewal of war; and the condition of our navy abundantly proves that during several years of peace, the labour of our workmen in the

royal yards will be required for the indispensable task of repairs. Let us never forget that the strength of our navy consists not in the number, but in the condition of our ships. The expediency of building in the merchants' yards can become a question therefore only in profound peace, and with a navy thoroughly repaired. When we shall be placed in these desirable circumstances, it will then, and not till then, become a proper season for the advocates in building exclusively in the king's yards, to urge the adoption of their system.

"Instead of -- -------- in reducing the number of workmen in the dock yards, a prudent administration will anxiously endeavour to increase them. The waste of our navy, during fourteen years of war, will not be made good without the most strenuous exertions, and France will strain every nerve to lay the foundation in peace of that 'maritime preponderance' which, her government will tell her, is the right of a nation 'equally warlike and twice as populous as Britain.'

"In connexion with this topic, it is important to consider the proposed change in the mode of shoaling the shipwrights. On this interesting question, we have already candidly stated the reasons on both sides. The new plan will obtain at first the approbation of the inquirer, but he will be staggered no less by the fallacious arguments adduced in its support, than by the opposition of profes-fessional men. Still however we are not averse to the experiment being made, under skilful direction, and at a period of tranquillity.

"Our next subject of consideration is the supply of timber. —The increasing scarcity demands the adoption of effectual measures to prevent an aggravation to our posterity of an evil which we fear we shall soon seriously feel. The door is shut to supplies from the continent of Europe; a circumstance which would not be matter of regret, were our own more abundant, because no other country can rival the British oak, but which is imported in time of scarcity, because the importation of foreign timber, like the receipt of the inferior kinds at home, is useful in preventing an unnecessary expenditure of the best qualities of our own. A comprehensive system of regulations in regard to the growth of timber is therefore a most important object. It is in vain to defer the adoption of these regulations from year to year, and from war to peace. How much more tranquil should we have been, had our fathers been sufficiently provident to adopt for us those salutary precautions which we meditate for the security of our children!

"These regulations will of course embrace both the royal fo-

rests and the more extensive sources of supply in the property of private individuals. Much information may be obtained from former inquiries of the legislature and the commissioners of land revenue; and we decidedly agree with these commissioners, that the attention of the British parliament cannot be too speedily devoted to this most important topic.

"It is a fact not generally known, that the building of ships for the India or rather the Chinese trade, absorbs a considerable proportion of the large timber which is so much wanted for our ships of the line. Yet it is the policy of the East India Company to prevent the importation of India cargoes in India-built ships, and to confine the whole trade to British shipping. Here then is a powerful argument, from a great national object, on the side of the advocate of private trade to India. Measures, it is well known, have been taken for constructing ships of war in India, and the directors, some years ago, discovered a disposition to consult the public wants by a temporary suspension of building at home; but has the country derived all the benefit it ought from the important fact, that by the use of teak ships, the waste of large and scarce kinds of British oak in building merchantmen, may be entirely prevented?

"The military part of our navy is happily in a condition to inspire confidence into the country, and to maintain the proud superiority it has so gallantly acquired. When we consider, however, the time which elapses after the beginning of a war before a navy is formed, it is impossible not to acknowledge the expediency of attention on the part of government to the suggestions of Lord Melville, which propose (see his speech of the 24th of May, 1805, page 41) to devise a method whereby seamen may be more easily procured, in a manner equally beneficial to the interests of the mercantile and the military marine, and whereby the two services might become more united, as well as to render the military service not only popular but desirable.'

"But it is important, above all, that succeeding Boards of Admiralty should avoid a recurrence of those unfortunate differences which prevailed during the period we have described. We have often had occasion to advert to the origin of these differences, and to lament their unhappy operation. May future administrations take warning by this lamentable experience, and, avoiding arbitrary controul, respect and cherish, in subordinate departments, that spirit, which, zealous in the discharge of duty, revolts at imperious command—a spirit, the birthright of our countrymen, the spring of honourable ambition, the foundation of national greatness."

Captain Foote's Vindication of his Conduct when Captain of his Majesty's Ship Sea Horse and senior Officer in the Bay of Naples, in the Summer of 1799. 1807. 8vo. Pages 171.

THIS very interesting pamphlet has been brought forward in consequence of a direct attack on this officer's professional character, in a work published by a Mr. Harrison, formerly a bookseller in Paternoster Row; which he professes to be genuine Memoirs of Lord Nelson. A life more replete with error and illiberal attacks on individuals has not lately appeared. Lady Hamilton seems to be the goddess of the writer's imagination; and poor Lord Nelson, Sir William, and his wife are styled the illustrious triumvirate! Nothing could well be more calculated to injure the fame of our renowned countryman than such a work as this.—No man's character stands higher in the service than that of Captain Foote. We lament that we can only give some leading extracts, and must refer our readers to the pamphlet itself, for the curious documents it contains illustrative of an historical event of so much importance, as what took place in the bay of Naples in the summer of 1799. Some discussion respecting it had already appeared in the British Critic for February, 1807, when reviewing the two last volumes of Mr. Belsham's History of Great Britain, which were the 11th and 12th. It was also lately alluded to in the Monthly Review, when considering Charnock's Life of Lord Nelson; and was discussed with all the violence of a democratic spirit, in the Letters of Miss Helen Maria Williams.

CAPTAIN FOOTE'S VINDICATION OF HIS CONDUCT.

It is natural for men placed in certain situations in life to be anxious that their reputation should remain unsullied; and that nothing deserving the epithet of infamous, should, with justice, be applied to any part of their conduct. The character of an officer in the army or navy may be said to be his whole stake in life; to reputation he is willing and ready to sacrifice even his existence.

In many professions and situations, conscious rectitude may enable a man to despise calumny in whatever shape it may appear.

In those less public employments, misrepresentations of malignity, or the falsehoods suggested by interested views or motives, may be treated with silent contempt; but an officer must either repel injurious aspersions and insinuations, or be contented to have them affixed as a known part of his character. No one man's reputation can be justly sustained at the expence of that of another man; nor can fame or services, however shining, justify laying one person's errors at the door of another. To do this, at the expense of truth or candour, is to debase, not to exalt the hero whose character was intended to be presented to public view. This is to dim the blaze of glory which is to surround his head; it is to drag his infirmities into open day, which might and ought to have remained in the shade.

In detailing the wonderful actions and the great services of Lord Nelson, there seemed to be no necessity for urging self defence to bring forward the most considerable, the most prominent error, in his whole public life.

To this task I am unfortunately called: I am *dragged forth* to assert that I never "signed an infamous armistice!" This is incautiously laid to my charge, in a late publication, entitled "Genuine Memoirs of Lord Nelson," &c. in the 13th part of which are the following words: "On the 24th, they arrived in the Bay of Naples; where Lord Nelson saw a flag of truce flying on board the Sea-horse, Captain Foote; and also on the castles Uovo and Nuovo. Having on the passage received information, that an infamous armistice was entered into, with the rebels of these castles, to which Captain Foote had put his name, his lordship instantly made the signal to annul the truce, being determined, as he said, never to give his approbation to any terms with rebels, but unconditional submission." And in the last page of the said 13th part, is inserted, what is called the copy of a *private* letter from Lord Nelson to Earl Spencer, then first Lord of the Admiralty, dated the 13th of July, 1799;* in which Lord Nelson calls the treaty, "a most infamous one entered into with rebels."

On my return to England in the year 1800, I found the transactions in the bay of Naples had become a common topic of conversation; and, from rumours that some blame might possibly

---

* I wrote to Earl Spencer on this subject last February, and by return of post, his lordship had the goodness to inform me, that he not only never authorised the publication of Lord Nelson's *private* letter; but that my letter was the first information he had received of Mr. Harrison's publication.

be attached to my conduct, I was inclined to request, that a public inquiry should take place, upon what concerned my signing the capitulations.

But before taking this step, I understood from a naval member of the Admiralty, and many other respectable friends, that by urging a public investigation I should act injuriously to my country, and in some measure attach myself to a party; for which idea there seemed to me to be good ground, in consequence of the speech which the late Honourable Charles James Fox made on the 3d of February 1800, on the address, thanking his Majesty for refusing to negotiate; an extract from which I shall transcribe, observing, that Mr. Fox's speech closed the debate without any answer from the ministry.

"I wish the atrocities of which we hear so much, and which I abhor as much as any man, were indeed unexampled. I fear that they do not belong exclusively to the French. When the right honourable gentleman speaks of the extraordinary successes of the last campaign, he does not mention the horrors by which some of these successes were accompanied. Naples, for instance, has been, among others, what is called *delivered;* and yet, if I am rightly informed, it has been stained and polluted, by murders so ferocious, and by cruelties of every kind so abhorrent, that the heart shudders at the recital. It has been said, not only that the miserable victims of the rage and brutality of the fanatics were savagely murdered, but that in many instances, their flesh was eaten and devoured by the cannibals, who are the advocates and instruments of social order! *Nay, England is not totally exempt from reproach, if the rumours which are circulated be true. I will mention a fact, to give ministers the opportunity, if it be false, to wipe away the stain that must otherwise affix on the British name. It is said, that a party of the republican inhabitants at Naples took shelter in the fortress of Castle del Uovo. They were besieged by a detachment from the royal army, to whom they refused to surrender, but demanded that a British officer should be brought forward, and to him they capitulated. They made terms with him under the sanction of the British name. It was agreed that their persons and property should be safe, and that they should be conveyed to Toulon. They were accordingly put on board a vessel, but before they sailed, their property was confiscated, numbers of them taken out, thrown into dungeons, and some of them, I understand, notwithstanding the British guarantee, absolutely executed!*"

All those who were acquainted with the true state of the case

and who regarded the character of Lord Nelson, or the reputation of the country, saw the necessity of burying the whole transaction in oblivion as far as that could be done. In this view, and in this view only, I relinquished the idea of demanding a court martial. I should have continued in the same disposition, had Mr. Harrison (author of the "Genuine Memoirs") paid proper attention to a letter I wrote to him on the 27th of last February, and which Messrs. Herries, Farquhar, and Co. were so kind as to send Mr. Chapple (Mr. Harrison's bookseller) by a very trusty person. But to this letter, of which the following is a copy, I have received no answer.

"SIR, *Warsash, near Tickfield, Hants, Feb. 27, 1807.*

"By my desire a friend of mine called at Mr. Chapple's, in Pall Mall, three different times, very lately, to see you.—The subject of what he had to say, related to a second edition of the Memoirs of the late Lord Nelson, which, if continued in the same words as the first, respecting my conduct in the bay of Naples, I shall be under the very painful necessity to publish papers and facts, which will demonstrate that no such epithets as you have stated, in the 13th part of your first edition, are in any manner applicable to my conduct on that occasion. This task I am compelled to perform, notwithstanding my respect for Lord Nelson's memory; and I have considerable satisfaction in being able to appeal to Sir John Duckworth, and the captains who served under his lordship, for the truth of what I am thus obliged to publish in defence of my own character. I shall expect an answer to this letter in the course of a few days. I am, Sir,

Your most obedient servant,

EDW. J. FOOTE,

Captain of his Majesty's Yacht, Royal Charlotte, but absent on Admiralty leave.

To —— Harrison, Esq. Mr. Chapple's,
66, Pall Mall, London."

Passing over, at present, any observations on Lord Nelson's *private* letter to Earl Spencer, let it be supposed, that there had been some great impropriety in my conduct, in signing capitulations with rebellious enemies, whose power I had endeavoured to subdue with the force placed under my command; still even this concession will not justify the language of the Genuine Memoirs.

It contains a sophism so gross, and yet so apt to mislead, that the fallacy ought to be exposed. This fallacy is a veil intended to

cover what might deserve an epithet even more severe than that which Lord Nelson has been pleased to apply to my conduct, in his *private* letter, but which his subsequent letters, and order in Appendix, No. 2, evidently shew his lordship did not think any part of that conduct deserved.

The term infamous, which Lord Nelson applies to the treaty, his biographer applies to the armistice, because it seems better to answer the purpose of clearing his lordship from blame. A treaty, or a capitulation, may be infamous, but an armistice or cessation from hostility, cannot deserve that term: it is only a step towards an accommodation; something of this kind must precede all capitulations; even a surrender at discretion must be preceded by a cessation of arms: a truce, not confined to time, may, with justice, be annulled or broken; but a treaty, or capitulation, cannot be infringed without a breach of faith, which even the most barbarous nations have found it necessary to respect! The author of the Genuine Memoirs, sensible of this fact, says, that Lord Nelson "annulled the truce," whereas his lordship himself says, "the treaty entered into with the rebels ought not to be carried into execution." This is the mode adopted by his panegyrist to screen the hero from censure; the capitulations are converted into a simple truce, because the one may be annulled or broken, but the other is a sacred engagement, the obligation of which no sophistry can destroy. To this abuse of language Lord Nelson's letter gives no countenance—it only shelters a treaty, signed and determined under the term "entered into," which, not being defined, may be supposed not to have been fully concluded, although the fact was, that the capitulations were completely signed, and became binding to all intents and purposes!

Although I have supposed that there might be some impropriety in the capitulations with forts, I am very far from admitting that any such impropriety existed. Under all the circumstances, I think such capitulations were not only expedient, but of real advantage to his Sicilian Majesty, as they exhibited clemency to men who were deluded from their duty by a clamour for freedom, by the intrigues and by the power of the French. The idea which the chief of the army of the king of Naples entertained of breaking the treaties, may be collected from the conversation which Cardinal Ruffo, Sir William and Lady Hamilton, and Lord Nelson, held on board the Foudroyant, as related in the Genuine Memoirs. The cardinal maintained, inflexibly, that the treaty ought to be kept sacred; and upon the following opinion being given in writing, by Lord Nelson, the cardinal retired in disgust:

"Rear Admiral Lord Nelson, who arrived in the bay of Naples on the 24th of June, with the British fleet, found a treaty entered into with rebels, which he is of opinion ought not to be carried into execution, without the approbation of his Sicilian Majesty, the Earl of St. Vincent, and Lord Keith."

But Lord Nelson acted, with respect to the treaty, without consulting the two senior flag officers mentioned. He gave this opinion apparently in haste, after he found that nothing could prevail on the cardinal to assent to an evident breach of an engagement, in which he himself had been a principal agent.

[To be continued.]

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

THE MARINER.

(INCLUDING POETICAL SKETCHES OF VARIOUS PARTS OF THE WORLD.)

By an Officer in the Navy.

(Now first published.)

[Continued from page 221.]

"PER VARIOS CASUS, PER TOT DISCRIMINA RERUM,
TENDIMUS." VIRG.

WHEN restless mortals first began to brave
The various perils of the briny wave;
To leave the friendly shore, in quest of gain,
And boldly launch across the faithless main;
The azure god, whose arm the trident sways,
Whose dread command old ocean's orb obeys,
Indignant view'd th' invasion of his reign,
And thus rebuk'd the wand'ring naval train:
"Hence! to your native plains and shady woods,
Nor dare to trespass on these sacred floods!
If, by the fates and Jove's supreme decree,
The empire of the seas devolve on me,
Shall earth-born sons usurp my just command?
Not—while the trident owns this dexter hand."

He said; and wav'd the emblem as he spoke;—
Forth from their caves the rushing tempests broke;—
Along the glassy plain at first they sweep,
And white with foam appears the boiling deep:—
But soon the congregated surges rise
In proud rebellion tow'ring to the skies!
The inexperienc'd mariners in vain
Furl ev'ry sail, and all their tackle strain;
With force resistless comes the furious gale,
And whelming waves the reeling ships assail!
Abandon'd to the storm's tumultuous rage,
(For who with angry Neptune dare engage?)
The floating wrecks 'mid shoals and breakers drive,
And few the elemental war survive!

Revolving in his thoughts the late event,
For realms below, his course the monarch bent;
A gloomy presage labouring in his mind,
Of future ills that yet might lurk behind.
For oft 'twas rumour'd through the vast profound,
That not remote from Europe's western bound,
There lay a small, but rock-encircled isle,
Where FREEDOM in her last retreat would smile;
Where, safe from TYRANNY's despotic sway,
Her equal sons would equal laws obey;—
While brandishing OPPRESSION's galling chains,
A haughty despot rul'd Europa's plains!
From thence, the seer,* whose keen prophetic eye,
In fate's dark womb can each event descry;
Had long foretold a martial band would spring,
To wrest the trident from the azure king;
And o'er the wat'ry world a *cross* display,
The future emblem of imperial sway.

Deep in a murky cavern of the main,
A loathsome tyrant held his gloomy reign;
With hollow eyes, pale cheeks, and snaky hair,
He seem'd the grisly image of despair!
To him 'twas giv'n, with pestilent disease,
To scourge the wand'rers on the pathless seas,
Now urg'd by Neptune to the dread employ,
With poison fraught and eager to destroy,

* Proteus.

The hideous fiend forsakes his dreary cave,
And floats a frightful spectre on the wave!
Where'er the monster's horrid form appears,
Desponding doubts, and pale unmanly fears,
With baleful influence, sap the springs of life,
And sow the seeds of foul discordant strife!
A dire disease each torpid frame invades,
Their spirits languish, and their valour fades;
Then, strange to tell—and horrible to hear!
One putrid mass their bodies soon appear!
From ev'ry pore life's rosy current flows,
They sink beneath accumulated woes!
Plung'd daily in the wave's tumultuous roar,
The flushing tide is ting'd with purple gore!

Of naval heroes, many a daring band,
Thus fell inglorious from their native land.
Oft did the conquering sons of Albion's isle,
(Whose fame had spread from Ganges to the Nile,
Whose wooden walls BRITANNIA's thunder bore,
The dread and envy of each hostile shore;)
Fall unresisting victims to the blow
Of this insatiate and vindictive foe!
Thus fell the gallant crew, by ANSON led,
From whom the proud Pizarro's squadron fled,
When round the globe his circling course he made,
And Albion's flag in ev'ry clime display'd.
But by degrees, as human art prevail'd,
The powers of this destructive demon fail'd,
Till England's genius bade her COOKE defy
His utmost rage beneath a polar sky.
Through seas remote, an exile now he strays,
Or on some wave-worn bark, malignant preys;
When wintry winds and famine pale oppress
Her jaded bands with ruin and distress!
Such was the state of our ill-fated crew,
When ST. HELENA's mountains bless'd our view;
Along the decks the joyful tidings ran,
Of *land in sight*, reveal'd from man to man;
While all who yet survive, in transport raise
To Heaven an humble tribute of their praise!

(To be continued.)

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(*September—October.*)

RETROSPECTIVE AND MISCELLANEOUS.

FOR some weeks the attention of the public has been irresistibly drawn to the state of affairs in Portugal. At this moment, there is every reason to believe, that a French army is in possession of that country; as, according to the latest accounts, a force of 60,000 men was rapidly approaching its frontiers.

From her geographical situation, paucity of population, &c. it has long been obvious, that Portugal could oppose no effectual resistance to an attack from France, provided the efforts of that power were not counteracted by Spain; an event justly considered as hopeless. Portugal, however, possesses an advantage, which no other European state enjoys; as, under the protection of a British naval force, the government might emigate, *en masse*, to the Brazils; and it is generally believed, that the visit of Earl St. Vincent to Lisbon, in 1806, had that object in contemplation.

Agreeably to the latest advices, the Prince Regent of Portugal remained firm in his determination to resist the unprincipled demands of Buonaparte; in consequence of which, the French and Spanish ambassadors had left the capital; all the English merchants, with their families, were making the greatest exertions to quit the country; and, under an apprehension of the immediate approach of the French army, the Portuguese royal navy, with the royal family on board, had actually dropped down below the bar, to be ready for sailing, as it was supposed, to the Brazils. Some persons, however, were of opinion, that, when all the English should have left Portugal, Buonaparte would be appeased, and the government would not feel itself under the necessity of executing its hazardous resolution.* Should the Portuguese have submitted to be lulled into a security of this kind, we fear that their independence, ere this, is totally gone.

Admiral Purvis's squadron, which had been employed, during the absence of Lord Collingwood, in the blockade of Cadiz, is understood to have quitted that station, according to orders, and to have proceeded to Lisbon; either to facilitate the departure of the Portuguese government, or to prevent their navy from falling into the hands of the French. That the latter object is an important one, is obvious, from the following *List of Ships of War*, which were lying in the Tagus, when Lord St. Vincent was there, in September, 1806 :—

---

* Several English families have reached this country, with such of their effects as they could bring away. It is said, that the demand for shipping was so great at Lisbon, that a British merchant had paid upwards of 1000*l.* for the freight of a single vessel, to carry himself, family, and only a part of his property.—The ports of Portugal were expected to be shut against the British on the 15th of October.

Names.	*Guns.*	*Their State.*
Princepe Real	84	Lower masts rigged, and the lower yards are across.
Princepe de Brazil	84	
Rainha de Portugal	74	
Alfonzo de Albuquerque	74	Lower masts rigged, top-masts up, and down the lower masts, jib-booms on the bowsprit, cables bent to the spare anchors: appear to have their ballast on board.
Princese de Abeire	64	
Infante de Pedro	74	
Meduse	74	
Belem	64	
Maria Princeipa	74	
St. Sebastine*	74	
Name unknown	74	Ditto, ditto, ditto.
Name unknown	74	
Santa Antonia	70	In dock 7 years and 3 months.
Prince Regent	74	Building.
Theriza	50	Lower masts rigged, and jib-boom on the bowsprit; just caulked.
Gulfinia	44	
Amasonia	50	
Perolo	50	Lower masts rigged, and the topmasts up, and down the masts; anchors on board, and one cable bent.
Active	36	
Princesa de Abiena	36	
Andoninha	32	
Venus	36	Repairing, and preparing to heave down.
Ulluses	36	
Real Fonsor	28	Just repaired, and fitting.
Bon Ventura	16	Caulking.
Serpenta	22	Lower masts rigged; anchors and cables on board.
Delegente	22	
Gaivota	22	
Real Fonza	16	
Fereta (schooner)	8	Fitting for sea (new)
Benjamina	22	Corvette (French)
Triton	44	Lower masts rigged, topmasts and spars on board; just caulked.

N.B. One 74 gun-ship sailed the latter end of August, and the Rainha Portugal arrived.

These ships, in general, were said to be in good repair; and as to construction, equal, if not superior to the British.

We sincerely hope, that the Prince Regent may have persevered in his determination: as we know it to be the opinion of persons of the best information, that, with proper assistance from Britain, every thing that is valuable in the country, exclusive of landed property, could be conveyed to the Brazils, where the new kingdom might bid defiance to the utmost efforts of European invaders. It is not, indeed, to be supposed, that every inhabitant of Portugal would thus migrate to the other side of the Atlantic; but the royal family, nobility, officers of state, principal merchants, &c. might remove thither with safety, and find a most elegible asylum. Whoever will take the trouble of referring to a map of South America, will perceive, that the immense and flourishing country of Brazil, is, in every respect, most admirably adapted to become the seat of a great empire. St. Salvador, its present capital, might remain so. The colony is about thirty times as large as England, or twelve or thirteen times as large as Great Britain and Ireland; being not less than 2400 miles in length, from north to south, and 700 in breadth, from east to west; and, consequently, affording room for more than ten times the number of inhabitants which Portugal contains. The soil is amazingly fertile in sugar, tobacco, and valuable drugs; and, were agricul-

† Just undergone a good repair, and afloat.

ture to meet with due encouragement, there is every probability that all sorts of grain might be plentifully produced. Horned cattle are in such abundance as to be hunted for their hides, more than 20,000 of which are annually sent to Europe; and so valuable are the mines, that gold to the amount of nearly 4,000,000*l.* sterling, and diamonds to the amount of 130,000*l.* are generally procured in a year.—Brazil has also some excellent rivers and harbours; and, in fact, possesses every facility for trade and commerce.

If any thing were wanting, to corroborate the assertions which are made, in the Declaration of his Britannic Majesty, respecting our proceedings against Denmark, abundance of facts might be adduced. Indeed, the intended hostility of Denmark against this country, is beyond a doubt; consequently, though we may still lament the sacrifice of human blood which has occurred, we are oppressed with no feelings of compunction for the act, nor can the slightest sentiment of commiseration for the Danish government, be for a moment longer entertained. We are happy, however, to learn, that the number of lives which have been lost is small, compared with what it was at first stated to be.

The Crown Prince has peremptorily refused to sanction the capitulation, signed by General Peyman, for the surrender of the fleet and arsenals to the English; Denmark has entered into a treaty of alliance, *offensive and defensive*, with France; French troops are to occupy Holstein and Sleswick; and the most rigorous measures have been adopted throughout the Danish dominions, against the property and subjects of this country. Amongst other things, a proclamation has been issued, by which the principle is asserted, "that free bottoms make free goods—and the Danish ships of war are therefore strictly ordered and enjoined not to capture, bring in, or detain any ship, either of friendly or neutral nations, let the cargoes appertain to whom they may, if the ship's papers are found to be regular, and she be not loaded with contraband of war, destined for an English fleet." On the other hand—"Enemy's ships are to make enemy's goods, unless it can be satisfactorily shewn that the cargo is neutral property, and was put on board before the commencement of hostilities."

So cordial was the friendship of the Prince towards Buonaparte, and so anxiously did he anticipate his wishes, that he actually issued orders for the destruction of the Danish fleet, rather than that it should fall into the hands of the English. Fortunately, however, those orders were intercepted. Several of our transports, laden with Danish naval stores, have safely reached this country; and all the captured ships of war were expected to be ready to sail for England about the 15th of October. Nothing can more strikingly evince the chagrin and disappointment which Buonaparte has sustained by this measure, than the strictures of the *Moniteur*, and of other continental papers under the influence of France.

Notwithstanding the refusal of the Crown Prince to sanction the capitulation, it is believed, that our troops will evacuate Zealand, by the period which was originally specified; but it is conjectured, that the Crown battery and some forts upon the shore, will be previously destroyed.

After what has been stated, the *manner* in which "*the* LATE *Danish* navy" is spoken of, in the subjoined order of Admiral Gambier, expressing his Majesty's approbation of the fleet, will be noticed with much satisfaction by every person who thinks properly on the subject:—

His Majesty's ship Prince of Wales, off Copenhagen,
September 28, 1807.

"The admiral has the sincerest satisfaction in obeying the orders of the right honourable the Lords Commissioners of the Admiralty, by conveying to the flag officers, captains, commanders, officers, seamen, and marines of the fleet under his command, his Majesty's most gracious approbation of their zealous and persevering exertions, and, above all, their

cordial co-operation with the army under the command of Lieutenant General Lord Cathcart, in carrying on the seige against Copenhagen, which, by its result, *has added the navy of Denmark to that of the united kingdom*.

"The admiral also seizes this, as the fittest occasion, to express his sincere thanks to the flag officers, captains, commanders, officers, seamen, and marines, for their prompt execution of all his commands, by which he has been honoured with the most flattering testimony of his sovereign's approbation, and he assures them, at the same time, that he shall not fail to convey to his Majesty his most perfect conviction, that the alacrity with which they have fitted *the late Danish navy* for sea, is unexampled in history.

H. POPHAM.

To the respective Captains and Commanders."

From the first we entertained an opinion, that the Danes had forfeited all right to restitution; and, by the above, all idea of returning their ships is evidently disclaimed. For their loss, they have to thank themselves, and not us.

There is still something very problematical in the Court of St. Petersburgh, Several travellers, who have lately left Russia, all agree in representing the peace of Tilsit as universally unpopular; and there are not wanting persons even of authority, whose insinuations rather than assertions, are in favour of a friendly understanding between Russia and England. Prince Menzikoff is charged with an important mission to Great Britain; and many draw a favourable prognostic from this circumstance.

Various rumours are afloat with regard to the determination of our government respecting the Danish West India islands; and it is said that orders have been recently sent out for an attack upon these colonies.

There is a list of the Russian navy, given in the Gallo-German papers, in which it is said,—the grand fleet in the Baltic consists of 56 ships, carrying 2,260 guns, viz. 20 entirely new ships of the line, with 1,588 guns; 14 frigates, with 426; six cutters, with 130; and 19 smaller vessels, with 116 guns. Beside these, there are, in the ports in the Baltic, 12 old ships of the line. The fleet of galleys, gun-boats, &c. consists of 189 sail, with 705 guns, viz. 20 galleys, with 130 guns; 25 floating batteries, with 160 guns; 81 gun-boats, with 162 guns; and 63 other vessels, with 163 guns. The fleet in the Black Sea consists of 41 ships, carrying 1,225 guns, viz.—12 ships of the line, with 981 guns; 4 frigates, with 162; 7 brigantines, with 54; and 14 smaller vessels, with 91 guns. There are also 40 gun-boats, with 52 pieces of cannon; and 80 other boats. The flotilla in the Caspian sea consists of six vessels carrying, in the whole, 70 guns.

A quantity of silver in bars, part of the subsidy intended for Russia, and brought back by the Astrea frigate, was, October 26, conveyed to the Bank, under an escort, from Chatham. The bars were about 15 inches in length, four broad, by three thick.

The foreign journals appear to be at considerable pains to induce a belief, that Sweden is no longer friendly to this country. They also assert, that an application has been made by the British government, to that of Sweden, for a temporary surrender or deposit of the Swedish navy. Such a circumstance is not improbable; and, unless swayed by Russia, through the predominance of French influence, it is not likely that the request would be refused.

In Holland, in Prussia, and in other minor states, subservient to the will of Buonaparte, the severest restrictions upon British commerce continue to prevail.—Even at the Havannah, the Spanish government, in obedience to the decrees of the Corsican, has taken measures to prevent the introduction of English merchandize.

The negotiations between this country and America have not yet been terminated; and, in consequence of some difficulties which have arisen, or of some new points which have presented themselves, Mr. Rose, jun. has been appointed on a special mission to the government of the United States. In the mean time, the American rabble continues its inflammatory exertions, and adopts every mode, within its reach, of sowing dissention, and of instigating mutiny amongst the seamen of the British ships. A mutiny, which had broken out on board of the Jason, is thus mentioned, in a letter from Halifax, of the 16th of September:—"His Majesty's ship Jason has arrived from New York under very unpleasant circumstances. While lying there, when the captain went on shore (it was obliged to be done in disguise, and by night) having occasion to send a lieutenant on shore, the moment the boat landed, the American rabble invited the crew to desert, by saying, "Do you want your liberty? Now is your time: you are in the land of liberty!" in consequence of which the crew immediately left the boat. The officer attempted to intimidate them by drawing a pistol upon them, but was immediately surrounded by the mob, and had it not been for the interference of a captain in the American navy, he would have been tarred and feathered; he however escaped unhurt. After this, a still more unpleasant affair occurred: a mutiny broke out among the crew of the Jason. They put on the gratings, placed shot boxes upon them to prevent the officers from coming up, and rushed aft to lower the boats down, in order to desert. Fortunately the officers forced their way to the deck in spite of the precautions taken to prevent them, and upon the first lieutenant making some thrusts at them with a boarding pike, and the other officers getting possession of the small arms, they were obliged to retreat below, and surrender. Forty-five were put in irons, and they are now here for trial."—From what has transpired, desertion seems to have been the main object of the mutineers. When the last accounts came away, a court martial had been sitting two days upon the offenders, but was not closed.

It will be seen, in a succeeding sheet, that several of the deserters, who were taken out of the Chesapeake, have been tried and convicted on the clearest evidence.

Admiral Berkeley has been recalled from the command, on the American station, and Sir J. B. Warren goes out to succeed him.

The royal proclamation, for recalling and prohibiting seamen from serving foreign princes and states, considered as an act of his Majesty's ministers, has occasioned no slight dissatisfaction; particularly as every other act of those ministers appears to have had the welfare and honour of the country in view. The objectionable passage of this proclamation, is that which relates to the order, for his Majesty's captains, masters, &c. to claim such natural born subjects of Great Britain, as may be serving on board foreign ships of war, in a state of amity with us; and, in case of refusal, to transmit a statement of the same to the British ministers residing at the seat of government of the state so refusing, or to the Admiralty at home. It is contended, that the order for this circumlocutory mode of proceeding, is an absolute abandonment of the *right of search*, and a complete disavowal of the propriety and justice of the proceeding under Admiral Berkeley. Without dwelling upon the *particularity* of the case of the Leopard and Chesapeake, or on its total want of *precedent*, we must insist, that the conduct of Admiral Berkeley was in the strictest conformity not only to the maritime laws of England, but to the laws of every maritime power in the world. Admiral Berkeley did not claim the *right of search*, as an *exclusive* right; but in his official orders, expressly observed, that "if a similar demand should be made by the American, *he is to be permitted to search* for any deserters from their service, *according to the custom and*

usage of civilized nations on terms of peace and amity with each other." This, as we have just observed, was in the strictest conformity to maritime law. Amongst various claims of power, jurisdiction, and of the authority of the lord high admiral, we find the following statement of demand and admission:—"The lord high admiral, by virtue of the authority he derives from the crown, MAY and DOTH require the commanders of our ships of war, to demand seafaring men, who are natural born subjects, from foreign ships, and *upon refusal* (which is a palpable injury to the prince whose subjects they are) *to take them by force.* This is an *undoubted* right of ALL maritime princes whatsoever, and hath been an ancient custom."—The justice and *legality* of Admiral Berkeley's conduct is, therefore, clearly established; and any cession of the "*undoubted*" right here described, is a deterioration of the rights and respectability of the country.

The latest accounts from Lord Collingwood, off the Dardanelles, are of the 31st of August, at which time the following ships were lying at anchor there:—

Ocean, Lord Collingwood; Queen, Rear-Admiral Martin; Repulse, Canopus, Montague, Malta, Hind, Herald, Philomel, Delight, and Electra. The Kent was surveying the port of Skiro; and the Seahorse was examining Porto Trio, in Paros, to see if either of them were fit for shelter for a squadron. The Thetis was cruising in the gulf of Salonica; the Wizard was at anchor off Tenedos; and the Active had just hove in sight from off Smyrna.

The midshipman, and the five seamen, who were taken in the sea of Marmora, in the Endymion's jolly-boat, by the Turks, during Sir J.T. Duckworth's expedition, were on board the Kent. They had been in both of the actions between the Russians and Turks; and, having been found in one of the ships captured from the latter, they were sent to our fleet by the Russian admiral.

Sir Arthur Paget's mission is understood to have failed; the Porte refusing to listen to any propositions, unless our fleet should leave the Archipelago, and our troops evacuate Egypt. Such not being the intention of his Majesty's government, a continuation of hostility may, of course, be considered as determined on.

The latest intelligence from Alexandria states, that the Mamelukes and Arabs were decidedly in our favour; and, as considerable reinforcements have sailed thither from Malta and Sicily, the probability is, that we shall be enabled to retain possession of Egypt.

One of our earliest friends has favoured us with a letter from Buenos Ayres, from which the following is an extract.—"You will all in England be astonished at the disastrous termination of the expedition, and the capitulation which followed; by which we are to give up Monte Video, a place so very strong from nature and art, and which cost so many brave and valuable lives. At first, affairs were conducted with a celerity and promptitude that promised success. I have heard, that if Buenos Ayres had been bombarded by sea and land, the troops would have come out, and laid down their arms: which I think probable, as their street defences would then have been useless, and the city is too extensive to be regularly fortified. Liniers was formerly a captain of a French privateer; and I believe he had none but provincial troops and rabble. The King of Spain ought to make him a prince. I shall soon learn further particulars: but at present I feel too much, to say much."

Oct. 29. Since the preceding pages were prepared for the press, intelligence has been received, of the arrival of Vice Admiral Stanhope, in Yarmouth Roads, with ten sail of the line (five English, and five Danish) and a fleet of transports, with Danish naval stores. They were to proceed to Portsmouth.

The second division under the command of Admiral Gambier, was to sail about the 21st; consequently may be hourly expected.—The whole of our troops, excepting the rear guard, are on their passage home.—During the winter, we are to have some troops stationed in Scania, a Swedish province, opposite to the island of Zealand, and only separated from it by the Sound.

Naval Courts Martial.

Minutes of the Proceedings of a Court Martial, assembled and held on board his Majesty's ship Belleisle, in Halifax harbour, Nova Scotia, on Wednesday, August 26, 1807, to try Jenkin Rutford, of his Majesty's ship Halifax, for mutiny, desertion, and contempt, as set forth in a letter from her commander, the Right Hon. Lord James Townshend.

Present,

The Honourable Sir Alexander Cochrane, K. B. Rear-Admiral of the White, and second officer in the command at Halifax, President.

CAPTAINS:

Francis Pickmore,	John Erskine Douglas,
William Charles Fahie,	Philip Beaver,
Edward Hawker,	Nathaniel Day Cochrane:

Being all the captains of the rank of post at this place.

On the Court assembling, at half past ten o'clock, the prisoner being brought forward, the evidence being called over, and audience admitted, read the order addressed to the president from the Hon. George Cranfield Berkeley, Vice-Admiral of the White, and commander in chief at Halifax, Nova Scotia, &c. dated the 25th of August, and the president's order to the Judge Advocate to officiate as such; when the members and Judge Advocate were severally sworn, agreeably to act of parliament; and the following letter, containing the charges against the prisoner, read:—

His Majesty's sloop Halifax, Halifax Harbour, August 15th, 1807.

SIR,

"I beg leave to represent to you, that the five men, named in the margin,* belonging to his Majesty's sloop Halifax, under my command, when sent with a petty officer in the jolly-boat, in Hampton Roads, on the 7th of March last, to weigh a kedge anchor, which had been previously dropped for the purpose of swinging the ship by, taking the advantage of the dusk of the evening, mutinied upon the petty officer, some of them threatening to murder him; but the rest interfering, they desisted. However, taking the boat under their own command, they succeeded in deserting, by landing at Sewel's Point.

"The whole of the above-mentioned deserters, I have since been informed, entered on board the United States frigate Chesapeake, and were seen by me, and several of my officers, parading the streets of Norfolk, in triumph, under the American flag. A few days after the desertion, I

* Richard Hubert, Henry Saunders, Jenkin Ratford, George North, William Hill.

accosted one of these men, Henry Saunders, asking the reason of his deserting, and received for answer, that he did not intend any thing of the kind, but was compelled by the rest to assist, and would embrace the first opportunity of returning. At that moment Jenkin Ratford, one of the said deserters, coming up, took the arm of the said Henry Saunders, declaring with an oath, that neither he, nor any of the rest of the deserters, should return to this ship; and with a contemptuous gesture told me he was in the land of liberty, and instantly dragged the said Henry Saunders away.

"Finding that my expostulating any longer would not only be useless in obtaining the deserters, but in all probability have collected a mob of Americans, who, no doubt, would have proceeded to steps of violence, I instantly repaired to the house of Colonel Hamilton, the British consul there, and related every circumstance which occurred, and applied to him, as also to Lieutenant Sinclair, of the rendezvous for the United States service, to recover the said deserters, but without effect.

"Being since informed that Jenkin Ratford has been recovered, in action, on board the United States frigate Chesapeake, with his Britannic Majesty's ship Leopard, and now a prisoner on board his Majesty's ship Bellona, I have to request you will be pleased to direct a court martial may be assembled for the purpose of trying the said Jenkin Ratford, for the within-mentioned charges of mutiny, desertion, and contempt.

I have the honour to remain, sir,

Your most obedient humble servant,

J. TOWNSHEND."

To the Hon. G. C. Berkeley, Vice-Admiral of the White, and commander-in-chief, &c. Halifax, N. S.

The evidence were then withdrawn, and the Right Hon. Lord James Townshend sworn.

Q. Relate to the court what comes within your knowledge of the charges against the prisoner.—A. At the time of the prisoner's deserting, I was on board the Mermaid; on hearing a fire of musketry kept up from the ship, about six o'clock in the evening of the 7th of March, I immediately returned on board; when Lieutenant Carter informed me that five men had rose on Mr. Turner, midshipman, and deserted with the jolly-boat. The next morning, I sent Lieutenant Marsters to Norfolk, to acquaint Captain Hollis and the British consul of the desertion of the men; on his return, he reported to me, that he had seen some of them, one in particular, Richard Hubert, parading the streets with the American flag, then recruiting for the Chesapeake. I then went up myself to Norfolk, and told the British consul; and finding that the men had entered for the Chesapeake, I applied to Lieutenant Sinclair, who was entering men for her; and received for answer, that there were no men entered for her by the names I gave; but if any deserters had entered, I must apply to the magistrates, which I did through the consul, who, I believe, applied to the mayor and civil power. I also applied to Captain Decatur, who referred me to Lieutenant Sinclair; but I met with no success in recovering the men.—I met the prisoner, with Saunders, the boatswain's mate, after my application, and asked them the reason they did not return to the ship?—Saunders said, he would; and immediately went with me about twenty yards, when the prisoner laid hold of his arm, and said he would be d—d if he should return to the ship—that he was in the land of liberty—that he would do as he liked—and that I had no business with him. The prisoner was very abusive; the words I do not recollect.

Q. What answer did Lieutenant Sinclair make to you the second time you applied to him?—A. The same as before. I offered to point out the men, if he would allow me to go into the rendezvous, but to which he returned no answer. I saw some of the deserters at the rendezvous; the prisoner was not among them.

Q. Was the prisoner abusive to you personally, or was the abuse general?—A. Chiefly personal.

Q. (by Prisoner)—Did not you send a gentleman to call me out of the house?—A. Yes.

Q. Did I not come out at the same time, and stand at Saunders's back all the time you were talking to him?—A. You came into the street about four minutes after Saunders.

The evidence now commenced for the prosecutor; and Lieutenant Thomas Wren Carter (first) of the Halifax, was sworn.

Q. Relate what you know respecting the charges against the prisoner.—A. On the 7th of March last, about six o'clock in the evening, being commanding officer, I sent the jolly-boat, with Mr. Turner, midshipman, and five men, to weigh the kedge anchor, which had been laid out for swinging the ship. They were a long time there. I hailed them once, to know what they were about? They answered, getting the tackle on board. A short time after, the quarter-master, Douglas, told me he thought they were pulling away: believing they were, I ordered a fire of musketry on them. That not having any effect, I directed some great guns to be pointed and fired; one was, but the boat being nearly out of sight, owing to the dusk, and a tender belonging to the Bellona immediately in her wake, I was obliged to desist firing, and saw no more of her. As soon as the firing ceased, a muster of the ship's company was made, when I found that the prisoner, with the other men named in the charge, had deserted. Two or three days after, the petty officer returned, and reported he had been run away with by the crew.

The prisoner having no questions to ask, this evidence withdrew; and

Mr. Robert Turner, midshipman of the Halifax, was called in, and sworn.

Q. Relate to the court what you know respecting the charges against the prisoner.—A. On the evening of the 7th of March I was desired by the first lieutenant to go in the jolly-boat and weigh the kedge anchor; the prisoner was one in the boat, with Hill, North, Hubert, and Henry Saunders; after we had shoved off from the ship, and got hold of the kedge hawser, and the anchor up to the bows, it came on to rain very hard, and the weather being thick, the men took the boat from me; when I hailed the ship repeatedly, until silenced by Hill, who threatened if I hailed the ship any more he would knock my brains out, and heave me overboard. Hill said, if it had been Mr. M'Gory in the boat, instead of me, he would have tanned his hide, and thrown him overboard. The instant the boat landed at Sewel's Point, they all jumped out, and left me in her. Saunders, I think, would have returned, if he had not been threatened to have his brains knocked out—I do not know if by the prisoner in particular: it was amongst them. After landing, I saw nothing of the men until Monday, two days after, when I saw the prisoner at Norfolk, with a number of men who had entered into the American service. On Tuesday I met Lord Townshend, and informed him of the circumstances; shortly after, saw the prisoner and Saunders, Lord Townshend speaking to them, and telling them, that if they would return to the ship, he would forgive them. Saunders was in the act of going down to the British consul's with me: the prisoner said, if he attempted to return to the ship, if he was not able himself, he would get more hands to assist in cutting his bloody guts out.

Q. (By Prosecutor.) Did it not appear to you, that the whole time I was in conversation with Saunders and the prisoner, the latter was very abusive?—A. He was.

Q. Did the deserters cut the boat adrift, and shove her from the shore, making you jump out up to your middle in water?—A. After landing, I was left in the boat, the painter was cut, the boat floated off, and I jumped into the water, and waded ashore.

Q. Did you observe the prisoner assist in rowing the boat, after it was taken from you?—A. Yes, I did; four men were rowing; Saunders and myself were sitting in the stern sheets.

Q. (By Prisoner.) Did Saunders go out of the stern sheets to look for the kedge buoy?—A. He was out of the stern sheets, but I am not certain if he had hold of the hawser or not.

The prisoner having no further questions to ask, the evidence withdrew.

Mr. George Tincombe, master's mate of the Melampus, called in, and sworn.

Q. Relate to the court what you know respecting the charges against the prisoner.—A. I was on board the Leopard on the 22d of June, as a passenger, and was ordered on board the Chesapeake, with Lieutenants Falcon and Guise, to search for deserters. After the hands were sent on deck, I was ordered below to search, and found the prisoner in the coal-hole; he was brought on the quarter-deck, and known by Mr. Preston, Purser of the Leopard, as being discharged from her to the Halifax.

Q. Did the prisoner deny belonging to the Halifax?—A. He said he was an American, and not belonging to the Halifax.

Q. On your going on board the Chesapeake, did you hear any conversation that passed respecting deserters, whether they acknowledged or denied having any?—A. The captain of her said, he did not know they had any deserters on board.

Q. Did the prisoner stand on the Chesapeake's books by his present name, or by what other?—A. I think, by the name of Wilson.

Q. Previously to the action between the Leopard and the American frigate, do you know if there was any correspondence by letter, between Captain Humphries and the commander of the Chesapeake, to demand the deserters then on board?—A. Yes.

Q. Did you hear any thing that passed after the correspondence between Captain Humphries and the commander of the Chesapeake?—A. I did hear Captain Humphries say, "Commodore Barron, you must be aware of the necessity I am under of complying with the orders of my commander-in-chief." He replied, "You may do as you please."

Q. Did you understand that as a refusal to comply with Captain Humphries' wishes to have the English deserters given up from the Chesapeake to the Leopard?—A. Yes.

Q. How long was it from the time of first sending the boat on board the Chesapeake, until the action commenced?—A. The boat was on board the Chesapeake about three quarters of an hour, when the signal was made for her from the Leopard: she returned in about ten minutes after, with a letter, which Captain Humphries took into the cabin, and read; then ordered the guns to be primed, fired one gun athwart her bows, and then hailed as before, to which a similar reply was made: Captain Humphries then ordered the fire to commence, beginning with the foremost gun on the lower deck, and gave her about three broadsides.

Q. Were the crew of the Chesapeake mustered previous to the finding of Ratford in the coal-hole?—A. No; not until afterwards.

Q. What other deserters were taken out of the American frigate?—A. Three, belonging to the Melampus.

Q. Were there many Englishmen mustered on board her?—A. About twelve men and boys.

Q. Were any of those Englishmen demanded, or any other men demanded, or taken out, except known deserters?—A. No.

The prisoner having no questions to ask, the evidence withdrew.

Mr. James Simpson Wells, clerk of the Halifax, was called in and sworn. He produced the complete book of the Halifax; swore to its correctness; and, by direction of the court, pointed out to the judge advocate the five men stated by the charge to have deserted, which he did as follows:

Richard Hubert, sailmaker, born in Liverpool, England, aged 22.
Henry Saunders, yeoman of the sheets, born in Greenock, aged 26.
Jenkin Ratford, ordinary, born in London, aged 34.
George North, captain of the main-top, born in Kinsale, aged 27.
William Hill, able, born at Philadelphia, aged 21; entered at Antigua.

Q. Do you know the prisoner to be one of the men you have now named?—A. Yes, I do, by the name of Jenkin Ratford.

Q. Have you any reason for believing the prisoner to have been born in London?—A. I think I was present when his description was taken, and he gave the place of his birth, London, himself.

The prisoner having no questions to ask, the evidence withdrew; and

Mr. James Baikie, secretary to Vice-Admiral Berkeley, swore to the following letters being copies of those sent to the commander-in-chief, when they were read, and are as follow:

To JOHN ERSKINE DOUGLAS, Esq. Captain of his Majesty's ship Bellona, and senior officer, &c. &c. Chesapeak.

His Majesty's ship Leopard, at Sea, 22d June, 1807.

SIR,

In obedience to your signal this morning, to weigh and reconnoitre S. E. by E. I have the honour to acquaint you, that having arrived off Cape Henry, to the distance of about four or five leagues, I bore up, pursuant to orders from the commander in chief, to search for deserters on board the United States frigate Chesapeake. On arriving within hail, an officer was despatched, according to my instructions, to shew the order to her commander, together with the following note from myself:—

"The captain of his Britannic Majesty's ship Leopard has the honour to enclose the captain of the United States frigate Chesapeake, an order from the Hon. Vice-Admiral Berkeley, commander in chief of his Majesty's ships on the North American station, respecting some deserters from ships, therein mentioned, under his command, and supposed now to be serving as a part of the crew of the Chesapeake.

"The captain of the Leopard will not presume to say any thing in addition to what the commander in chief has stated, more than to express a hope, that every circumstance respecting them may be adjusted in such a manner, that the harmony subsisting between the two countries may remain undisturbed."

The boat, after an absence of three quarters of an hour, returned with the following answer:—

"I know of no such men as you describe; the officers that were on the recruiting service for this ship, were particularly instructed by the government, through me, not to enter any deserters from his Britannic Majesty's ships: nor do I know of any being here.

"I am also instructed, never to permit the crew of any ship that I command to be mustered by any other but her own officers: it is my disposition

to preserve harmony; and I hope this answer to your despatch will prove satisfactory.

"JAMES BARRON.
"Commander of the United States ship Chesapeake."

On the receipt of this letter, motives of humanity, and an ardent desire to prevent bloodshed, induced me, if possible, to endeavour to make the search, without recurring to more serious measures, by repeatedly hailing and remonstrating, without effect. I then directed a shot to be fired across the bow; after which he was again hailed: the answers again were equally evasive. Conceiving, therefore, that my orders would not admit of deviation, I lament to state, that I felt myself under the necessity of enforcing them, by firing into the United States ship; a few shot were returned, but none struck this ship. At the expiration of ten minutes from the first shot being fired, the pendant and ensign of the Chesapeake were lowered. I then gave the necessary directions for her being searched, according to my instructions; and herewith send you a statement of the number and names of the deserters found on board. Several other English subjects composed part of the crew of the frigate; but as they did not claim the protection of the British flag, and were not within the limits of my orders from the commander in chief, I therefore allowed them to remain.

After the search had been made, and previous to separation, the captain sent me the annexed note;* which, with my answer,† I have the honour to subjoin; and have the honour to be, Sir.

Your most obedient humble servant,
S. P. HUMPHRIES.

Sergeant Richard Frodsham, of the royal marines, of his Majesty's ship Bellona, called in, and sworn, to truly answer what he knew of the prisoner, as also to such questions as the court might ask him. He had heard the charges read.

Q. Do you know any thing of the prisoner?—A. Only that he was confined on board the Bellona, as a deserter from the Halifax.

Q. Were you on board his Majesty's ship Chichester in the Chesapeake, doing duty as a sergeant of marines?—A. Yes: I was sent from the Bellona to his Majesty's ship Chichester, on the 10th November, 1806, and remained there until the 15th March, 1807.

---

* Copy of a Letter from Commodore Barron to Captain Humphries.

"SIR,

"I consider the frigate Chesapeake as your prize, and am ready to deliver her to any officer authorised to receive her. By the return of the boat I shall expect your answer; and have the honour to be, Sir,

Your most obedient humble servant,

"*At Sea, June* 22, 1807. "JAMES BARRON."

† ANSWER.

"*His Majesty's ship Leopard, (at Sea), June* 22, 1807.

"SIR,

"Having, to the utmost of my power, fulfilled the instructions of my commander in chief, I have nothing more to desire; and must, in consequence, proceed to join the remainder of the squadron, repeating, that I am ready to give you every assistance in my power; and do most sincerely deplore, that any lives should have been lost in the execution of a service, which might have been adjusted more amicably, not only with respect to ourselves, but to the nations to which we respectively belong.

"I have the honour to be, sir,
"Your most obedient humble servant,
"S. P. HUMPHRIES."

Q. Do you know of any deserters from Fort Nelson being claimed by the American commandant?—A. Yes.

Q. Relate to the court the particulars.—A. In the early part of February last, the Chichester being alongside the wharf at Gosport, in Virginia, I saw a party of soldiers under arms, consisting of the commandant of Fort Nelson, a sergeant, corporal, and four privates, coming from the fort to the wharf alongside which the Chichester was lying. Having entered the gates, they proceeded to Captain Stopford's lodgings: when I was sent for by him, and asked if there were any deserters on board from the fort? I answered, there were not any. The captain said, "There are three, are there not?" and directed me to give them up to the person I supposed to be the commandant. I, with the assistance of the officers, searched the ship, but could not find them, and reported accordingly to the captain, who then ordered all hands to be turned up, in order to search more particularly, as he was determined to give them up. I, with the master, and other officers, renewed the search; and, at the expiration of an hour, two were found under the stores in the hold; the third was found in one of the store-houses, under the sails. Captain Stopford directed Mr. Brookes, one of the midshipmen of the ship, to be confined, for telling Captain Saunders, that he thought it was not right to give up their deserters, when they would not give up ours. The deserters were then put in a boat, and taken by the American captain and guard to the fort. Their names were, William Burn, a shoemaker by trade, an Irishman, born in Londonderry; William Jones, a weaver by trade, born at Manchester, in England; the name or place of birth of the third person, I do not recollect.

Q. Do you know of any of the crew, or supernumeraries, deserting from the Chichester, and entering into the American military service?—A. Yes: convalescents, who came from the regiments, &c. in the West Indies, for recovery of their health.

Q. Relate the particulars.—A. Robert Simpson and Francis Sedgewick, of the royal artillery; William Phillips, corporal of royal marines, belonging to the Chichester; Benjamin Withers, of the 15th regiment of foot; and John Mahoney, of the 37th, deserted from the Chichester, some of which enlisted in the English uniform, into the American service, and were afterwards seen by me in the American military uniform. Simpson and Mahoney were Irishmen, and Withers and Phillips, Englishmen, from the county of Lancaster. I do not know what countryman Sedgewick was; but have repeatedly heard them all declare, they were strangers to the United States.

The evidence withdrew; and

Captain John Erskine Douglas, of his Majesty's ship Bellona, sworn.

Q. Were you senior officer of his Majesty's ships in the Chesapeake, when the men, stated by the last witness, deserted from the Chichester?—A. I was senior officer.

Q. Did you make any application for those men?—A. I did make application, but they were not given up; and, to the best of my recollection, the answer given was, "If any deserters from the English service have entered into the American service, they have been sent with a detachment into the country."

The prisoner was now called upon for his defence, having been told, at the examination of each witness, that he might ask any question he pleased. After retiring for a short time with the judge advocate, he returned into court, and stated, that the evidence brought against him was so strong, there was but little left for him to say in his defence; but that the reason of his hiding in the coal-hole was for fear of the Americans making him fight against his country, which he declared he would not do on any account; that he, with all the men who deserted from the Halifax, were persuaded

by the boatswain to enter for the Chesapeake, to protect themselves, which they did: Lieutenant Sinclair asking them if they had not a second name. About thirty men went in the first draft with him to the Chesapeake, when Captain Gordon mustered them; and they were mustered again in Hampton Roads by the commodore. He requested leave to call one evidence in again, to ask his officers for a character; and then he threw himself on the mercy of the court.

Lord James Townshend, and the other officers, stated, that prior to the charges, he had always behaved himself as a quiet steady man.

The court were of opinion that the charges were proved, and adjudged the prisoner to suffer death.

The sentence of the court martial was carried into effect, at the fore yard-arm of his Majesty's sloop of war Halifax, on the Monday following, August 31st.

Three deserters from the Melampus, who were taken out of the Chesapeake, were also tried, found guilty, and sentenced to receive 500 lashes each, but were afterwards pardoned.

On the 2d of October, a court martial was held on board the Salvador del Mundo, in Hamoaze, Plymouth, on charges exhibited by Captain Dilkes, of his Majesty's ship Hazard, against William Berry, first lieutenant of the said ship, for a breach of the 2d and 29th articles; the former respecting uncleanness, and the latter the horrid and abominable crime which delicacy forbids us to name.

Thomas Gibbs, a boy belonging to the ship, proved the offence, as charged to have been committed on the 23d of August, 1807.

Several other witnesses were called in corroboration; among whom was Elizabeth Bowden, a female who has been on board the Hazard these eight months. Curiosity had prompted her to look through the key-hole of the cabin-door, and it was thus she became possessed of the evidence which she gave. She appeared in court dressed in a long jacket and blue trowsers.

The evidence being heard in support of the charges, but the prisoner not being prepared to enter upon his defence, he begged time, which the court readily granted, until ten o'clock the next day, at which hour the court assembled again, and having heard what the prisoner had to offer in his defence, and having maturely and deliberately weighed and considered the same, the court were of opinion, that the charges had been fully proved; and did adjudge the said William Berry to be hanged at the yard-arm of such one of his Majesty's ships, and at such time, as the Right Honourable the Commissioners of the Admiralty shall direct. Sir J. T. Duckworth was the president.

The unfortunate prisoner was a native of Lancaster, and only in his 22d year, above six feet high, remarkably well made, and as fine and handsome a man as in the British navy. He was to have been married on his return to port.

The awful sentence of the court martial was carried into execution on Monday the 19th of October, on board the Hazard, in Plymouth Sound, the prisoner having been removed from the Salvador del Mundo into that ship which lay alongside a hulk in Hamoaze. At nine o'clock he appeared, and mounted the scaffold with the greatest fortitude. He then requested to speak with the Rev. Mr. Birdwood on the scaffold; he said a few words to him, but in so low a tone of voice they could not be distinctly heard. The blue cap being put over his face, the fatal bow gun was fired, and he was run up to the starboard fore-yard-arm, with a thirty-two pound shot tied to his feet. Unfortunately the knot had got round under his chin, which caused great convulsions for a quarter of an hour. After being suspended the usual time, he was lowered into his coffin, which was ready

to receive him in a boat immediately under, and conveyed to the Royal Hospital, where his friends meant to apply for his body for interment. He was dressed in a blue coat, white waistcoat, blue pantaloons, and boots. For the last week he seemed penitent, firmly collected, and prepared to meet his fate.

A curious circumstance occurred while the prisoner was in the cabin with the clergyman, receiving the sacrament:—A woman came alongside the Hazard, and handed up a letter, signed Elizabeth Roberts, to the commanding officer, which stated, that Lieutenant Berry could yet be saved, and the person who could do it was alongside:—it was by marriage. The woman was ordered on board, and put under the care of a centinel. When the execution was over, Captain Dilkes, with the clergyman and others, questioned the woman. She said, she dreamed a dream the preceding night, that if she went on board the Hazard that day, and Lieutenant Berry would marry her, he would not suffer death. She was asked who advised her? She replied, that she had told her dream to some women, where she lived in dock, who recommended her to go, in consequence of her dream. She was admonished, and sent on shore.

On the 16th of October, a court martial was held on board the Salvador del Mundo, in Hamoaze, to try Mr. Thomas Forest, master of his Majesty's ship l'Aigle, for disobedience and for contempt. Both charges being fully proved, the prisoner was sentenced to be dismissed from his situation in the navy, and rendered incapable of serving in such situation in future; and to serve before the mast on board such ship as the commander in chief at Plymouth shall please to direct.

On the 17th, a court martial was held on board the same ship, on Lieutenant Thomas Beckford Hornbrook, of the royal marines, and Mr. Wm. Hamilton, surgeon, both of his Majesty's ship l'Aigle, on a charge of the former for pulling the nose of the latter, and the surgeon using aggravating means to induce Lieutenant Hornbrook to do so. The court having duly weighed and considered the said charge, sentenced Lieutenant Hornbrook to be severely reprimanded, and put at the bottom of the list of first lieutenants in 1804; and Surgeon Hamilton to be dismissed his situation as surgeon of his Majesty's ship l'Aigle. After sentence, Sir J. T. Duckworth admonished the prisoners in an able and very appropriate speech.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, SEPTEMBER 19, 1807.

Extract of a Letter from Captain James Lucas Yeo, Commander of his Majesty's Sloop the Confiance, dated off La Guardia, the 18th August, 1807, transmitted to this Office by Admiral Lord Gardner.

I HAVE the pleasure to acquaint you, that in proceeding to Oporto, agreeable to my orders, I received information of a small Spanish lugger privateer, being in la Guardia, that had been committing great depredations on our trade on the coast of Portugal; it being calm, and within a few miles of that port, I despatched the boats under the command of Mr. William Hovenden Walker, first lieutenant, assisted by Messrs. Herbert (master's mate,) and Forder, (midshipman,) to cut her out, which they performed in a most gallant manner, the two forts and privateer being perfectly prepared to receive them, and opened a heavy fire on our boats long before they reached the vessel, which was moored under them, and from the prisoners'

account mounted four twenty-four-pounders, the other six eighteen-pounders, and one hundred and fifty troops: she proves to be the el Reitrada, of Guardia, mounting one twelve and two four-pounders, with thirty men, one of which was killed, several wounded, and the rest jumped overboard. I am happy to add it was accomplished without any loss on our side. Lieutenant Walker speaks in the highest manner of Messrs. Herbert and Forder, as also of all the seamen and marines of the party.

OCTOBER 10.

A Letter from Captain Mundy to Vice-Admiral Lord Collingwood, of which the following is a Copy, has been transmitted to the Secretary of the Admiralty, by Rear-Admiral Purvis.

His Majesty's Ship, Hydra, at Sea, August 7, 1807.

MY LORD,

I have the honour to relate, that I chased three armed polaccas into the harbour of Begu, on the coast of Catalonia, late last night; and having reconnoitered this morning, deemed an attempt on them practicable, although under the close protection of a battery and tower.

At fifty minutes after noon the ship was anchored, with springs on the cables, at the entrance of the port, and began the attack; a smart fire was returned by the enemy, which however considerably abated after somewhat more than an hour's action; on perceiving which, I ordered a party of fifty seamen and marines, under the command of the second lieutenant, (Mr. Drury,) with Lieutenants Hayes and Pengelly, of the marines, Mr. Finlaison, (midshipman,) Mr. Goddard, (clerk,) volunteer, attended by Mr. Bailey, assistant surgeon, to land on the flank of the enemy, and drive them from their guns, keeping up a heavy fire from the Hydra, to cover the boats, yet, notwithstanding our endeavours to draw the particular attention of the battery, the detachments were soon exposed to a cross discharge of landgrage from the shipping and fort, as well as musketry from the rocks: unshaken, however, they advanced; and having mounted the cliff, which was most difficult of access, they attacked the fort with such intrepidity, that the enemy did not think proper to await their closing, but spiking the guns, rushed out on the one side as our brave fellows entered at the other. —The battery contained four twenty-six-pounders.

This gallant achievement gave me an opportunity of employing the broadside solely on the vessels, from which a constant fire was still kept on our people on shore.

On gaining the guns, Mr. Drury advanced with the seamen and a few marines to the town, leaving Mr. Hayes and his party to retain them, and to occupy the heights that commanded the decks of the vessels, and from which he could annoy the enemy, who were in great numbers on the opposite side of the harbour, which is extremely narrow. As soon as the town was cleared of the enemy, the crews abandoned their vessels, but formed in groups of musketry among the rocks and bushes, firing on the seamen, who had now seized the boats on the beach, and were boarding the polaccas, while another party of the enemy had gained a height above the marines, and kept them continually engaged, notwithstanding some guns were kept playing on them from the Hydra.

At half past three, observing Mr. Drury in full possession of the vessels, I sent the rest of the boats, under Lieutenant Little, to assist in towing them out, and at four had the satisfaction of seeing them rounding the point, when the marines re-embarked under a heavy discharge of musketry, the enemy having collected their whole force to harass the retreat.

When I review the circumstances attending the debarkation of this handful of men, and reflect on the many difficulties they had to surmount in an attack on a fort strongly defended by nature, as well as art, there opposed to more than three times their force for two hours, succeeding in

possessing themselves of the vessels, and deliberately laying out hawsers to the very rocks that were occupied by the enemy, and warping them out against a fresh breeze, exposed to a galling fire of musketry, I feel perfectly incapable of writing a panegyric equal to their merits; but it has not required this exploit to stamp these officers with the character of cool judgment and determined bravery. During the term of four years I have witnessed frequent instances of the gallantry of Lieutenants Drury and Hayes; and Lieutenant Pengelly, (though not of so long a standing in the Hydra) has ever been a volunteer on such services.

I have also the greatest pleasure in adding, that the above-mentioned officers speak in enthusiastic terms of the behaviour of all employed under them: to your lordship's notice and protection, therefore, I beg most strongly to recommend them.

The conduct of the rest of the officers and ship's company fully equalled my utmost wishes; to the tremendous fire they kept up I attribute the smallness of our loss and damage, namely—one killed and two wounded on board, and four wounded of the detachment, the fore and mizen topmasts and foretop-sailyard shot through, a few in the hull, and the rigging triflingly cut, is all the damage.

To Mr. M'Kenzie, the first lieutenant, who has served with me the whole of the war, I feel much indebted for his assistance throughout this little enterprize.

A description of the captured vessels, and the names of the killed and wounded, I inclose for your lordship's information. The Prince Eugene and Caroline were returning to Marseilles.

I have the honour to be, &c.

To the Rt. Hon. Lord Collingwood, G. MUNDY.
Commander in Chief, &c.

A List of Vessels captured by His Majesty's Ship, the Hydra, Aug. 7, 1807.

Polacca ship, Prince Eugene, of 16 guns (pierced for 20) and 130 men.
Polacca brig, La Belle Caroline, of 10 guns (pierced for 14) and 40 men.
Polacca brig, Il Carmen de Rosario, of 4 guns (pierced for 10) and 20 men.

Names of the killed and wounded belonging to His Majesty's Ship the Hydra, August 7, 1807.

Henry Brown, seaman, killed.
Mr. Goddart, clerk, slightly wounded; Serjeant Bush, ditto; Charles Simpson, seaman, ditto; Jer. M'Carthy, seaman, severely wounded; James Sullivan, seaman, dangerously wounded; George Salisbury, private marine, ditto.

OCTOBER 10.

Copy of a Letter from Captain Brace, to Vice Admiral Whitshed, Commander in Chief on the Coast of Ireland, and transmitted by him to the Hon. W. W. Pole.

SIR, *Virginia, at Sea, September* 28, 1807.

Since my letter of the 25th, which stated the situation of the sloops you were pleased to place under my command, I have the honour to acquaint you, that by availing myself of your orders, and the information I derived from the Mary, of Liverpool, I succeeded in intercepting the Jesus Maria Josef, Spanish Lugger privateer, of fourteen twelve-pounders, and one hundred and twenty men, when she left St. Sebastian on the 1st instant, but only forty-five on board when taken yesterday morning, with some English prisoners. She appears a complete vessel of her description, well armed and appointed, and to have been commanded by a dashing enterprising character, too well acquainted with our coast, having captured thirty-five sail, nine during this cruize. Through the chance of war he has fallen, and was the only person hurt, his vessel not surrendering until the musketry

had riddled his sails, and the grape-shot brought them down; he expired of a musket-ball wound as the surgeon went to his assistance.

I have detached Lieutenant Powell, of this ship, in the prize, to rescue, if possible, the captured vessels, and to afford information to the cruisers, relying on his exertions.

On closing my letter, I have the pleasure to add, that I have just recaptured the Commerce, another of the lugger's prizes.

I have the honour to be, &c.

(Signed) E. BRACE.

Promotions and Appointments.

Admiralty Office, October 2, 1807.

In pursuance of the King's pleasure, the undermentioned captains were this day appointed flag officers of his Majesty's fleet; viz. John Hunter, Esq. Francis Pender, Esq. William Albany Otway, Esq. George Lumsdaine, Esq. Sir Samuel Hood, K.B. Henry Nichols, Esq. Herbert Sawyer, Esq. Davidge Gould, Esq. Richard Goodwin Keates, Esq. to be rear-admirals of the blue.

October 6.

The King has been pleased to appoint William Lechmere, Esq. and Thomas Foley, Esq. to be colonels of his Majesty's royal marine forces; in the room of Sir Samuel Hood, K.B. and R. G. Keates, Esq. appointed flag officers of his Majesty's fleet.

The Hon. Captain Woodhouse, to the Cumberland, 74 guns, recently launched at Northfleet.

Captain Walker, is appointed to the Bedford; Captain Manby, to the Thalia; Thomas Kite, Esq. to be chief clerk to the Admiralty, *vice* Charles Wright, Esq. deceased.

Captain Hanchett, who distinguished himself in the command of a division of the boats employed before Copenhagen, has been appointed to the command of the Danish frigate Fredericswaern, which was taken by the Comus.

Captain Otter is appointed to command the Proserpine frigate, recently fitted at Chatham; as is Captain Harris to the command of the Barraconta sloop of war, at the same port.

Mr. Smith, the brother of Sir Sidney, has lately had a pension of 1,500l. a year granted him.

Vice-Admiral Holloway, commander in chief on the Newfoundland station, has made the following appointments:—Sub-Lieutenant White, of the Adonis cutter, to be lieutenant of the Isis, in the room of Lieutenant Haverfield, invalided on account of ill health; Mr. Sison, master's-mate of the Isis, promoted to the rank of lieutenant, and appointed to the Avenger, in the room of Lieutenant Forrest, dismissed the service by the sentence of a court martial, for abusing the first lieutenant of that ship.

Captain Bettesworth is appointed to the Tartar; Hon. Captain Cadogan, to the Crocodile; Captain Dunbar, to the Leonidas; Mr. Little, to be master-rigger of Portsmouth dock-yard: Mr. Cresy, to be master-rigger of Chatham dock-yard; Lieutenant Hencock, to the San Antonio, prison-ship at Portsmouth.

Lieutenant Hoffman, of the Diamond, has been promoted to the command of the Favorite, by the death of Captain Nairne; and Mr. Allington, midshipman of the Diamond, is promoted to be third lieutenant of that ship.

Captain Worsley is appointed to the Intrepid (at Portsmouth); Captain W. King is promoted to be a post captain; Captain Clephane is appointed to the Nautilus.

The following captains, who were passed over in the late promotion of admirals, are placed on the superannuated list of captains, with the nominal rank of rear-admirals, viz. Captains J. Boyle, Laird, Goldsborough, Heath, Stow, J. Smith, and Peyton.

Captain Griffith is appointed to the Sultan, a new 74.

Captain Malbon, to the Adamant.

Captain Fyffe, *pro tempore*, to the Hebe.

Captain W. Mitchell, to be paying commissioner afloat at Chatham,

J. Johnson, Esq. surgeon, is appointed to the Valiant, of 74 guns, now in the Baltic.

BIRTH.

At Plymouth, the lady of Captain S. H. Linzee, of a daughter.

MARRIAGES.

At Linton, Kent, the Rev. H. W. Nevillie, second son of C. Nevillie, Esq. of Wallingore, Lincolnshire, to Miss Amelia Mann, second daughter of J. Mann, Esq.

At St. George's church, Hanover-square, Captain Bettesworth, of the Crocodile frigate, to Lady Hannah Grey, youngest daughter of Earl Grey, and sister to Viscount Howick.

On 3d October, at St. Hillier's, Jersey, Lieutenant Ivie, of the royal navy, to Miss Harriet Dix, late of Exeter.

Lately, at Newfoundland, Lieutenant J. Blakeney, to Miss M'Gie, a young lady possessing a fortune of 10,000l.

On 28th September, at Falmouth, John Nepean, Esq. lieutenant in the royal navy, to Miss Oates, daughter of M. Oates, Esq. of Bellair, near Falmouth.

At Christchurch, Hants, Captain Stuart, of the royal navy, second son of the late Hon. Sir Charles Stuart, K.B. to Miss Sullivan, eldest daughter of the Right Hon. John Sullivan.

On 25th August, in St. Christopher's, the Right Hon. Lord Cranstoun, to Miss Macnamara, eldest daughter of John Macnamara, Esq. at the Retreat, a country residence of the latter.

On 15th October, at Marylebone Church, Sir John Louis, Bart. captain in the royal navy, and son of the late admiral, to Miss Kirkpatrick, eldest daughter of Colonel William Kirkpatrick, of the Bengal establishment.

OBITUARY.

On 1st August, at Antigua, Lord Lavington, governor-general of the West India Islands.

On 19th September, at Brompton, John Robinson, Esq. a superannuated rear-admiral, in the 75th year of his age.—This gentleman received his commission, as post-captain, in the year 1774; and, in 1794, when he became entitled to a flag, by seniority, he was placed on the list of superannuated rear-admirals.

In Great Russell street, Bloomsbury, S. Greig, Esq. commissioner for the navy of his Imperial Majesty, the Emperor of Russia, and officiating Russian consul-general in Great Britain, aged 29.

Lately, off Sardinia, Mr. James Bruce, purser of his Majesty's ship Electra.

On 1st October, at his apartments at Greenwich Hospital, Lieutenant Peter Van Court, the oldest lieutenant on that establishment, and in his Majesty's service. He was promoted to that rank on the 24th December, 1747, and was in the 86th year of his age.

On 30th May, at Cabenda, on board the ship Crescent, Mr. Richard Spencer, aged 20, eldest son of the late Captain John Spencer, of Liverpool, a young man much and deservedly lamented by his relatives and friends.

On 31st August, in her 26th year, at Stowey-house, near Bath, Lady William Stuart, wife of Lord W. Stuart, of the royal navy, son of the Marquis of Bute. Her ladyship was daughter of the first Lord Harwarden, of Prior Park, and has left issue one daughter.

At his house, at Burr's Ash, on the borders of the New Forest, Hampshire, in the 49th year of his age, Thomas Moody, Esq. one of the oldest lieutenants in the navy, superannuated with the rank of commander. He served as lieutenant in the ship with the late Admiral Sir Charles Knowles, in all his actions in the West Indies, in the war which ended in 1748; and again in the succeeding war, until the admiral struck his flag in 1757; after which time he did not again go to sea.

Lately, at Gibraltar (in consequence of a wound he received in a duel), aged 19, Mr. John Barnes, midshipman of the Renommée, of 74 guns, and son of John Barnes, Esq. of Stamford.

At Portsea, Mr. Bush, father of Lieutenant Bush, of the royal navy.

At Cowes, Mr. George Parke, son of Lieutenant Parke, agent for transports at Cowes.

On 29th August, at Brompton, where he went for the recovery of his health, Charles Wright, Esq. chief clerk of the Admiralty, in the 74th year of his age. He died, as he had lived, respected and lamented, having completed a period of more than fifty years as a servant of the public, in a manner honourable to himself, and gratifying to the recollection of his surviving and disconsolate family. In addition to his long and faithful discharge of public duty, he had actively contributed, during his life, to the benefit of various charities, particularly the Asylum and Grey Coat Hospital, of both which he was governor and treasurer.

On 1st October, aged 30, Mr. Robert Freers, late master of the ship Fortitude, of Liverpool.—The severe wounds he received in his gallant, but fruitless, attempt to preserve his ship from the grasp of the enemy (two French privateers of superior force), off St. Domingo, on the 14th of May last, brought on a fatal illness, which has at length terminated his existence, and left his family and friends to lament his loss.

On 24th July, on the coast of Africa, Captain John Nairne, of his Majesty's sloop Favourite.—The loss of this young officer is not greater to his friends than to his country; his natural temper and habits eminently qualified him to become a distinguished ornament to his profession. In the company of his friends, he was mild and amiable; in the presence of an enemy, he was cool, intrepid, generous, and brave; and in his deportment to his ship's company, he happily formed the difficult combination of kindness and firmness. His respected remains were interred in Cape Coast Castle.

NAVAL COMMERCIAL REPORT.

New Lloyd's Coffee-House, Oct. 26, 1807.

SINCE our last Report have arrived an East Indian, the Jamaica, and Leeward Island fleets, with large quantities of East and West Indian produce, to a market already over supplied for home consumption; nor can we expect it otherwise, until the northern ports are open to receive our surplus of sugar and coffee, particularly: as to rum and cotton, the chief part of these articles are used at home.

Cargoes of the Harriot, Monarch, Sovereign, and Alexander, from Bengal; Lord Castlereagh, Asia, and Bengal, from Bengal, Fort St. George, and Colombo; Earl St. Vincent, from Bombay, Anjengo, and Calicut; Lord Nelson, from Bengal and Tellicherry; Lady Jane Dundas, Walthamstow, and Hugh Inglis, from Bengal and Prince of Wales Island; and Huddart, from Bombay: arrived on account of *the United Company of Merchants of England, trading to the East Indies*:—

		Pieces.
Bengal Goods.	Muslins	42,312
	Calicoes	157,304
	Prohibited	68,739
Madras Goods.	Muslins, handkerchiefs, and calicoes	91,640
	Prohibited	42,734
Bombay Goods.	Calicoes	5,891
	Prohibited	101,085

	lbs.
Raw silk	152,850
Saltpetre	47,016
Sugar	27,893
Cochineal	7,800
Opium	4,800
Pepper	1,618,105
Hemp	648
Specimens of copper ore	316
Nutmegs	213,601
Cloves	90,853
Cinnamon	302,567
Mace	44,870

Subscription Investment.

Bales	316

Privilege Goods.

Indigo	chests	3,651
Cotton-wool	bales	1,584
Privilege goods	do.	53
Cotton	do.	1,071
Gum Tragacanth	chests	12
Gum Arabic	do.	396
Rhubarb	do.	30
Raw silk	bales	82
Bullock hides	No.	13
Castor oil, and green ginger	jars	36
Safflower	chests	30
Camphire	do.	39
Ginger	do.	174
Gum Animi	do.	30
Pepper	bags	600
Gall nuts	do.	21

Besides several other parcels of goods, the particulars of which are not yet known.

The next sale of tea is declared by the Honourable the East India Company as follows, viz.

Bohea	500,000 *lbs.*
Congou and Campoi	4,300,000
Souchong and Pekoe	200,000
Singlo and Twankay	700,000
Hysonskin	100,000
Hyson	300,000
Total, including private trade	6,100,000

On Monday, the 7th December, 1807.—*Prompt, 4th March*, 1808.

The Russian sloop of war, Diana, Captain Golovin, has arrived at Spithead, from St. Petersburg, fitted for a voyage of discoveries in the North Pacific Ocean. She is to touch at the Brazils, from whence she will proceed round Cape Horn, to the sea of Kamtschatka. The object is to explore that coast and sea more to the southward than the great Capt. Cook had done; where the Russians have lately established several ports.

From St. Vincent's, we learn the capture of a valuable Dutch East Indiaman, from Java, bound to Amsterdam, taken by the ship Dominica packet, of and from Liverpool, bound to Trinidad, where she sent her prize; she is supposed to be worth 100,000l. sterling, having besides the regular cargo, a great quantity of specie on board.

As, no doubt, the first arrivals from Portugal will confirm that the ports of that kingdom were shut against us on the 20th inst. we expect to have, at least, the satisfaction to hear also, that the British factory, and British merchants resident there have got away from thence, particularly as the vessels from Newfoundland with fish had arrived in time to discharge their cargoes, and take freight for England; by which opportunity, it is to be hoped, the wines and cotton belonging to our merchants resident at Lisbon and Oporto, could be shipped off. By the last accounts received thence, it appears the greatest bustle prevailed at all the ports of that country, on their hearing of the aproach of the French into Portugal. As yet we are unacquainted with the situation of the royal family of that country, who, it has been reported, intended going to the Brazils, for which purpose, some of their ships of war lay down at Belim, to carry them thither. We however, anxiously wait the arrival of another packet from Lisbon, which we fear will be the last from that unfortunate country.—With respect to our commerce with Portugal, we shall feel no loss whatever, as the principal part of it was confined to a few individuals called "*The British factory*," all of whom were wine merchants and dealers in cotton, fruit, &c. Our importations from Portugal, before the additional duty on wine, was nearly 50,000 pipes annually into the united kingdom of Great Britain and Ireland; but since that duty took place, the importation or consumption of *genuine port wine* has decreased upwards of 20,000 pipes annually; last year's shipping off of wines from Oporto, not being quite 29,000 pipes; thus it is, to be supposed, that the deficiency is made up, by a *British factory* at home, of wretched stuff in imitation of port wine. We cannot help observing, that instead of the revenue being benefited by the additional duty on wine, that the *contrary* is the fact, the consumption having so wonderfully decreased as above mentioned. We, therefore, hope the legislature will take this into consideration, and reduce the duties to their usual standard, for although the ports of Portugal may be shut against us, their wines will readily find their way into our markets.

The following is a translation of the royal edict published at Lisbon on the foregoing affair, viz.

ROYAL EDICT. *Lisbon, 2d Oct.* 1807.

"To Senior Geraldo Winceslau Braamcap de almeid e Castello Branco.

"The Prince regent, our lord, not having been able to prevent the departure from this court of the ambassador of his Catholic Majesty, and the Charges des Affaires of his Majesty the Emperor of the French and King of Italy, has yet well founded hopes to expect that their absence will only be temporary, and will not be followed by any act of hostility on the part of those powers, with whom his Royal Highness wishes to maintain a good understanding, and which hitherto, and until now, has prevailed. This we communicate to your excellency, that it may be made known to the royal Chamber of Commerce, in order that the same may be made known to those whom it may concern. FRANCISCO ARAJUO."

With respect to Denmark, we have to observe, that the Crown Prince has issued a proclamation, by which the principle is asserted, "that free bottoms make free goods—and the Danish ships of war are therefore strictly ordered and enjoined not to capture, bring in, or detain any ship, either of friendly or neutral nations, let the cargoes appertain to whom they may, if the ship's papers are found to be regular, and she be not loaded with contraband of war, destined for an English fleet." On the other hand—"Enemy's ships are to make enemy's goods, unless it can be satisfactorily shewn that the cargo is neutral property, and was put on board before the commencement of hostilities."

The manufacturers of Manchester and its neighbourhood begin to feel severely the want of sale for their goods, sent out to South America, in consequence of which some considerable failures have already taken place in Lancashire. The cotton trade has been over done for a considerable time past, and speculators in the article are like to suffer serious loss thereby. In the west of England our cloth manufactories are in the most flourishing state, the home consumption for them being always very great, and the loss of foreign market for this article of little consequence to the trade.

NEW LLOYD'S COFFEE-HOUSE, 26TH OCT. 1807.

PREMIUMS OF INSURANCE.

LONDON to	
The East Indies	7 guis. per cent.
Out and home	12 Ditto
Jamaica	8 ditto, ret. 4l.
Leeward Islands	Ditto
Musquito shore	10 ditto.
America (their ships)	4 ditto.
Ditto (British ships)	10 ditto, ret. 5l.
Newfoundland	8 ditto.
Greenland, (out and home)	10 ditto.
Southern Fishery (ditto)	20 ditto.
Mediterranean,	10 ditto, ret. 5l.
Lisbon and Oporto	6 ditto, ret 3
Stockholm, Gottenburg	uncertain.
Tonningen (Neutrals)	2 ditto.
Dublin, Waterford, Cork, Newry, or Belfast,	2½ ditto.
Limerick and Galway	4 ditto, ret. 2l.
Bristol, Wales, Chester, Liverpool, Whitehaven, &c.	2 ditto.
All parts of Scotland	2 ditto.
Hull or Gainsborough	1½ ditto.
Guernsey, Jersey, or Alderney	2 ditto.

JAMAICA to	
The American States	15 gs. withreturns
Quebec or Montreal	12 ditto.
Newfoundland	12 ditto.
London, Liverpool, Bristol, Dublin, Cork, &c.	10 ditto.
LEEWARD ISLANDS to	
Quebec, Montreal, Newfoundland, &c.	12 ditto.
American States	10 ditto.
Cork, Waterford, or Dublin	10 ditto.
Bristol, Chester, Liverpool,	10 ditto.
NEWFOUNDLAND to	
American States	5 guineas.
Jamaica and Leeward Islands	15 ditto.
Lisbon or Oporto	15 ditto, ret. 5l.
Plymouth, Dartmouth, Exeter, &c.	8 ditto, 4l.
Bristol, Liverpool. &c.	ditto, ditto.
Dublin, Cork, &c.	ditto, ditto.
Portsmouth, London, &c.	ditto, ditto.
QUEBEC to	
Great Britain or Ireland	12 ditto, ret. 6l.
DENMARK or SWEDEN to	
Bengal or China, Out and home	uncertain.

ROYAL EXCHANGE, LONDON, 26TH OCT. 1807.

COURSE OF EXCHANGE.

Amsterdam	35 5	Palermo	92
Ditto, at sight	34 9	Leghorn	50
Rotterdam	11 2	Genoa	45
Hamburgh	34 4	Venice	52
Altona	34 5	Naples	42
Paris	24-10	Lisbon	62
Bourdeaux	24 10	Oporto	62
Madrid	40 0	Dublin	10¾
Cadiz	39 0½	Cork	11¼
Bilboa	39 0½	Agio of the bank of Holland	5½ per cent.

PRICES OF BULLION.

Portugal Gold, Coin and Bars,	per oz.	£4 0 0
New Dollars	ditto	0 5 6
Silver in Bars, standard	ditto	0 5 6

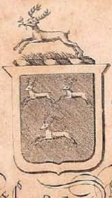
THE NAVAL PRICES CURRENT OF MERCHANDIZE. London, 26th October, 1807.

☞ B. *stands for Barrel*—Bt. *for Butt*—C. *for Cwt.*—F. *for Fodder*—Ft. *for Foot*—H. *for Hundred*—L. *for Load*—P. *for Pipe*—Ti. *for Tierce*—T. *for Ton.*

			per	*from* l.	s.	d.	*to* l.	s.	d.
PITCH.	British		C.	0	12	0	0	13	6
	Swedish		C.	0	12	0	0	13	6
	American		C.	0	11	0	0	13	0
TAR.	Stockholm	H	B.	1	10	0	1	12	0
	Archangel	H	B.	1	7	6	1	8	0
	American		B.	1	8	0	1	9	6
ROSIN.	British black	L	C.	0	9	6	0	10	6
	Ditto yellow	L	C.	0	10	6	0	11	6
	American black	L	C.	0	6	0	0	7	6
	Ditto yellow	L	C.	0	8	6	0	9	6
TURPENTINE.	American		C.	1	1	0	1	2	0
OIL.	Linseed	L	T.	42	0	0	43	0	0
	Newfoundland Cod	H	T.	26	0	0	27	10	0
LEAD.	In pigs	L	F.	30	0	0	0	0	0
	In bars	L	T.	31	0	0	31	5	0
	Milled or sheet	L	T.	36	0	0	36	10	0
COPPER.	Foreign		C.	7	7	0	0	0	0
	Unmanufactured		C.	7	14	0	0	0	0
	Manufactured		lb.	0	1	6	0	1	7
TIN.	In bars		C.	6	8	6	0	0	0
	In blocks		C.	6	6	0	0	0	0
IRON.	British bars	L	T.	15	0	0	16	0	0
	Old sable	L	T.	24	0	0	25	0	0
	New sable		T.	20	15	0	23	0	0
	Swedish		T.	25	0	0	26	0	0
HEMP.	Riga Rhine	L	T.	64	0	0	65	0	0
	Ditto outshot	L	T.	61	0	0	62	0	0
	Petersburg clean	L	T.	64	0	0	65	0	0
	Ditto outshot	L	T.	61	0	0	62	0	0
	Ditto half clean	L	T.	56	0	0	58	0	0
	Ditto codilla	L	T.	31	0	0	32	10	0
BRIMSTONE.	Rough		T.	21	0	0	24	0	0
	Foreign		T.	30	10	0	32	0	0
FLAX.	Riga		T.	69	0	0	70	0	0
	Petersburg		T.	72	0	0	73	10	0
SALTPETRE.	East India rough		C.	2	11	0	2	12	0
	British refined		C.	3	1	0	3	2	0
TIMBER.	Dantz. 3 inches by 40 feet.		L.	8	5	0	9	0	0
	Ditto fir		L.	8	0	0	0	0	0
	Memel fir	H	L.	7	10	0	7	15	0
	Riga fir		L.	8	0	0	8	5	0

			per	*from* l.	s.	d.	*to* l.	s.	d.	
BEEF.	Irish mess		Ti.	5	15	0	6	10	0	
	India		Ti.	7	10	0	8	10	0	
PORK.	Irish mess		B.	4	16	0	4	18	0	
	India		T.	7	10	0	7	15	0	
BUTTER.	Rose, Cork	L	C.	4	18	0	5	0	0	
	Waterford		C.	4	16	0	4	19	0	
CHEESE.	Foreign		C.	None.			0	0	0	
WINE.	Port		P.	80	0	0	94	0	0	
	Sherry		Bt.	80	0	0	105	0	0	
	Lisbon		P.	80	0	0	90	0	0	
	Madeira		P	90	0	0	130	0	0	
	Claret		Hhd.	80	0	0	94	0	0	
SPIRITS.	Arrac		Gal.	1	1	0	1	5	0	
	Cog. Brandy	H	Gal.	1	1	0	1	2	0	
	Spanish ditto	H	Gal.	0	18	6	0	19	6	
	Jamaica Rum		Gal.	0	15	6	0	17	6	
	Leeward Island, ditto		Gal.	0	15	0	0	16	6	
WEST INDIA PRODUCE, &c.										
RUM.	Jamaica	L	Gal.	0	3	0	0	4	0	On board.
	Leeward Island	L	Gal.	0	2	6	0	3	0	
SUGAR.	Jamaica		C.	2	14	0	3	18	0	
	Barbadoes, &c.		C.	2	14	0	3	14	0	
	Ditto fine clayed	H	C.	3	15	0	5	0	0	
COFFEE.	West India	L	C.	4	5	0	6	10	0	
	Mocha	L	C.	6	15	0	7	0	0	
COCOA.	West India	L	C.	3	15	0	5	16	0	
COTTON.	Ditto		lb.	0	1	4	0	1	11	
GINGER.	Jamaica		C.	2	18	0	3	3	0	
	Barbadoes		C.	3	19	0	4	10	0	
TAMARINDS.		L	B.	4	5	0	4	10	0	
LOGWOOD.	Jamaica		T.	uncertain.			uncertain.			
	Honduras		T.	11	0	0	15	0	0	
MAHOGANY.	Jamaica		Ft.	0	1	2	0	2	6	
	Honduras		Ft.	0	1	2	0	2	0	
HIDES.	Buenos Ayres		lb.	0	0	5½	0	0	8	
	West India		lb.	0	0	5½	0	0	8½	
IVORY.	Elephants' Teeth		C.	30	10	0	34	0	0	
	Ditto Scrivelloes		C.	18	0	0	24	0	0	
COCHINEAL.	Spanish	L	lb.	1	0	0	1	8	0	
	East India	L	lb.	0	3	6	0	6	0	

N.B. H stands for higher in price, and L for lower, since our last.



SIR HENRY TROLLOPE, KN.T

Vice Admiral of the Blue Squadron

Published Nov.r 30.th 1807, by J. Gold, 103, Shoe Lane, Fleet Street.

BIOGRAPHICAL MEMOIR OF

SIR HENRY TROLLOPE, KNIGHT,

VICE-ADMIRAL OF THE BLUE SQUADRON.

> "Free lords of the ocean we steer,
> In commerce supreme, as in war;
> To the nations we speak without fear,
> Let the Monsieurs contend—if they dare."
>
> OGILVIE.

SIR HENRY TROLLOPE is the descendant of an ancient and distinguished family. Amongst his supposed ancestors were, Andrew Trollope, Esq. who signalised himself in the French wars, in the time of Henry VI. and was killed at the battle of Towton; and Thomas Trollope, of Thorleby, Esq. who married Margaret Lumley, a daughter of Elizabeth Plantagenet, the daughter of Edward IV.—In the year 1641, Thomas Trollope, Esq. of Lincolnshire, was created a baronet; and, consequently, the subject of this memoir is collaterally, though distantly, related to the present Sir John Trollope, Baronet.

Sir Henry is a native of Norwich; and was born about the year 1750. Originally intended for the sea, he entered the service at a very early period of life; but, under whose auspices, we have not been able to ascertain.

As far back as the year 1779, we find him, as lieutenant, commanding the Kite schooner, of 14 guns. The period to which we particularly allude, was, when the combined French and Spanish fleets, consisting of sixty-six sail of the line, escaped the vigilance of the British, entered the Channel, and appeared before Plymouth, to the great alarm of the inhabitants. Sir Charles Hardy, with the Channel fleet, was then cruising in the Soundings. Strong easterly winds, which blew for several days, forced the enemy out of the Channel, and also prevented Sir Charles from entering it; but, on the 31st of August, the wind having shifted, the British fleet gained the entrance of the Channel, in sight of the enemy. Sir Charles immediately drew

up his fleet in the order of battle; on which occasion the Kite was attached to the centre division. The enemy followed—it cannot be said that they pursued—our fleet, until sun-set; when, being a little to the eastward of Falmouth, they hauled to the south-west, and stood out of the Channel. Thus no engagement took place. Sir Charles Hardy proceeded off the Edystone, where the fleet anchored, to wait the return of the flood tide; and the next morning returned to Spithead.

Lieutenant Trollope continued some time longer in the Kite; and, in the spring of 1781, proceeded in her, with Vice-Admiral Darby's squadron, to the relief of Gibraltar. The squadron sailed from Spithead, on the 14th of March; arrived off Gibraltar on the 12th of April; and, having accomplished its object, reached Spithead, on its return, on the 21st of May.

Some time previously to this, Lieutenant Trollope had been made master and commander; and, on the 4th of June, 1781, he was promoted to the rank of post captain.

The first ship to which he was subsequently appointed, was the Rainbow frigate, of 44 guns. On the 4th of September, 1782, having sailed from Plymouth two days before, for the purpose of joining Commodore Elliott, in the Channel, the Rainbow fell in with, and captured, off the Isle of Bas, la Hebe, a French frigate, of 40 guns, and 360 men, commanded by M. de Vigny, who was slightly wounded. The Hebe's second captain, and four men, were killed, and several wounded; but the Rainbow fortunately lost only one man.

The following is Captain Trollope's account of the action:—

Extract of a Letter from Captain Trollope, Commander of his Majesty's ship Rainbow, to Vice-Admiral Lord Shuldham, dated at Plymouth, September 7, 1782, and transmitted by his Lordship to Mr. Stephens.

"I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that we sailed from Plymouth on the 2d instant to join Commodore Elliott, and on the 4th, at four A.M. the Isle of Bas bearing south six or seven miles, we discovered a sail to the westward, which we immediately gave chase to; at six perceived

her to be a frigate; at seven, having got within gun-shot, began firing our bow-chasers; at half-past seven she hoisted a French ensign, and began firing her stern chase guns; at half-past eight, being within hail, they luffed up, gave us a broadside, and struck their ensign: found her to be the Hebe, French king's frigate, mounting 40 guns, 28 of which were French eighteen-pounders, and 360 men; had sailed from St. Malo the day before with a convoy for Brest, which, during the chase, they being close in shore, got into Morlaix. She was commanded by Monsieur de Vigny, Capitaine de Vaisseau, and of the Order of St. Louis, who is slightly wounded; their second captain and four men killed; their wheel shot away, and foremast badly wounded, which is the only damage she received: she is completely rigged, and well provided with stores of all kinds; was the first time of her having been at sea. We fortunately have received no other damage than one man killed.

The utmost praise is due to Mr. Lessley, the first lieutenant, for his attention and activity; and also to the officers and ship's company, for their exertions during the chase; and I flatter myself they would have distinguished themselves, had an opportunity offered. I have the honour to be, &c.

"H. TROLLOPE."

The Hebe was afterwards purchased by government, and added to the royal navy by the same name.

Captain Trollope continued in the Rainbow till the peace of 1783, when he retired on half-pay.

He had been some time married to a very amiable young lady, whose maiden name was Best; and, being partial to the country, and to the enjoyments of domestic life, he purchased the lease of a castle in Wales, not far from the sea-shore. His hospitality at that place was bounded only by the limits of his fortune; and, throughout his life, he has been distinguished for benevolence and liberality. One instance of his humanity, and generous attention to the distressed, in which his lady most amiably participated, is already upon record in the NAVAL CHRONICLE.* This was in the case of the shipwreck of l'Aimable Marthe, a French ship, which was lost upon the Welch coast, near the residence of Captain Trollope, in the

* *Vide* Vol. XVII. page 59.

year 1786. L'Aimable Marthe was returning to France, from Africa, with M. Durand, the former governor of Isle St. Louis, on board, as a passenger. After a long and dangerous passage from Senegal, the French captain lost his reckoning; and, instead of being off Havre, he found himself in the British Channel. L'Aimable Marthe was at length driven on shore; and M. Durand and the crew, having effected their escape, made their way, as chance directed them, in a dark rainy night, to the mansion of Captain Trollope; who not only administered to their immediate necessities, but entertained them for some days, and then furnished them with letters of recommendation to Bath, Bristol, and London. In justice to M. Durand, it should be added, that, when he afterwards published an account of his voyage, he paid an appropriate tribute of gratitude to his generous benefactor.

At the period of the Spanish armament, in 1790, Captain Trollope was appointed to command la Prudente, of 38 guns; but, as we have repeatedly had occasion to state, the differences with Spain were amicably adjusted; and la Prudente, with most of the other ships which had been commissioned, was paid off.

In the following year, Captain Trollope commanded the Hussar, of 28 guns, under Vice-Admiral Peyton, in the Mediterranean; from which period, until the year 1795, we believe he was again upon half-pay.*

In that year, owing to the alarming aspect of public affairs, the greatest exertions were made in every department of government, and several additional ships were taken up. To one of those—the Glatton, of 54 guns, which had been built for the India service, with iron hanging knees, and had performed two voyages—Captain Trollope was appointed. In the winter of 1795, and in the spring of 1796, he was employed, under Admiral Duncan, in cruising off the Texel. On the 15th of July, in the latter year, he sailed from Yarmouth Roads, in the

* In 1792, Captain George (the present commissioner, Sir Rupert George) went in the Hussar to North America.

Glatton, to join the squadron which was then off the Texel, under the command of the present Vice-Admiral Savage. On the 16th he fell in with a French squadron, consisting of six frigates, a brig, and a cutter. The astonishing bravery and skill with which Captain Trollope engaged this immense superiority of force, have never been surpassed. It will be seen, from his own account of the action, which we shall subjoin, that, from the furious cannonade which was kept up by the Glatton, engaging on both sides, so near that her yard-arms nearly touched those of the Frenchmen, the enemy, in twenty minutes, began to sheer off; and, had it not been for the great injury which the Glatton sustained in her rigging, a most decisive victory would have been obtained. What is farther very remarkable in this engagement, the Glatton had not a single man killed, and only two wounded.

The following is Captain Trollope's account:—

Admiralty Office, July 22, 1796.

Extract of a Letter from Captain Trollope, of his Majesty's ship the Glatton, to Vice-Admiral Macbride, commanding his Majesty's ships and vessels in Yarmouth Roads, dated the 21st instant. (Transmitted to Mr. Nepean, by Vice-Admiral Macbride.)

"I beg leave to inform you, that, in pursuance of your order, I sailed in his Majesty's ship Glatton, on the 15th of July, from Yarmouth Roads, in order to join Captain Savage, and a squadron under his command; and on the 16th, at one P.M. we observed a squadron about four or five leagues off Helvoet. Owing to light winds and calms, it was seven P.M. before we were near enough to discover the squadron to consist of six frigates, one of which, the commodore's ship, appeared to mount near fifty guns; two others appeared about thirty-six guns, remarkably fine long frigates; and the other three smaller, and might mount about twenty-eight guns each. There were also a very fine brig and cutter with them. We soon suspected, from their signals, and their not answering our private signs, that they were enemies, and immediately cleared for action, and bore down to them. From their manœuvring it was ten at night before we got close alongside the third ship in the enemy's line, which from her size we supposed to be the commodore's; when, after hailing her, and

finding them to be a French squadron, I ordered him to strike his colours, which he returned with a broadside, and I believe was well repaid by one from the Glatton within twenty yards; after which the action became general with the enemy's squadron, the two headmost of which had tacked, and one of the largest had placed herself alongside, and another on our weather bow, and the sternmost had placed themselves on our lee quarter and stern. In this manner we were engaged on both sides for a few minutes, with our yard-arms nearly touching those of the enemy on each side; but I am happy to acquaint you, that in less than twenty minutes the weight of our fire had beat them off on all sides, but when we attempted to follow them, we, much to our regret, found it impossible. I have no doubt, from the apparent confusion the enemy were in, we should have gained a decisive victory, but unfortunately in attempting to wear, we found every part of our rigging totally cut to pieces, and the major part of our standing rigging, every stay, except the mizen, either cut or badly wounded, and our masts and yards considerably damaged. In this situation, although every officer and man exerted themselves to the utmost the whole night, it was seven in the morning before the ship was in tolerable order to have renewed the action. The enemy, who appeared in the morning in a close line, seemed to have suffered very little in their rigging, although I am certain they must have had much damage in their hulls, at which the whole of our fire was directed, as they did not choose to come near us again, although they must plainly have seen our disabled state, but made the best of their way for Flushing, and we followed them as close as we could till the 17th, at nine A.M. when they were within three leagues of that port, with the hopes of meeting with some assistance to enable me to destroy them; but it coming on to blow hard at west, in the disabled state the ship was in, we were forced to haul off the shore; but although we were not able to take any of them, I trust you will think the officers and men, whom I have the honour to command in the Glatton, to whom I have reason to give every merit for their steady, gallant, and cool behaviour in the attack, have done their utmost, and also some good, in driving so very superior a force into port to refit, that might have done very considerable damage to our trade had they got to sea. I cannot conclude this, without recommending to your notice in the strongest manner, Lieutenant Robert Williams (2d), my first lieutenant, who gave me every assistance in his power on the upper deck; and also Lieutenant Schomberg, second lieutenant;

and Lieutenant Pringle, third lieutenant, who commanded on the lower deck; and also Captain Strangeways, of the marines, who I am sorry to acquaint you, has received a bad wound from a musket ball in his thigh, which is not yet extracted, who, after he had received it, and had a tourniquet on, insisted on coming on deck, to his quarters again, where he remained encouraging his men, till he was faint with loss of blood, and I was under the necessity of ordering him to be carried down again; and all the warrant officers, and petty officers, and ship's company, behaved as English sailors always do on such occasions. And I am particularly happy in acquainting you, that I have not lost one life in so warm an action, and only one wounded, besides Captain Strangeways, viz. William Hull, the corporal of marines, who also received a musket ball through his thigh bone; the ball passed out on the other side. Our small loss can only be attributed to their firing totally at our rigging to disable us, in which they too well succeeded; and his Majesty's ship Glatton being unfit to keep the sea, from the damage she had received in her masts, yards, and rigging, I have thought fit, for the good of his Majesty's service, to come to Yarmouth Roads to refit.

It is much to be regretted, that the gallantry of Captain Strangeways cost him his life; as he soon afterwards died of his wound.

That Captain Trollope was highly satisfied with his ship, is obvious, from the letter which he subsequently addressed to Mr. Wells, who had been employed to fit her out. "I have the pleasure of telling you," says he, "the Glatton sails as well as the line of battle ships in general do, and in every other respect is a perfect man of war. We found her in the late engagement very strong, and the firing of her guns did not hurt her in the least. We have tried her last winter well, in as hard gales of wind as ever I encountered. She is remarkably tight, and, take her altogether, in every respect is the best ship I ever was in. .... I sincerely hope, in our next cruise, we may meet with a 74 in the Glatton, and I can venture to say now, that I think she would either take or sink her in twenty minutes."

For this distinguished action, his Majesty conferred the dignity of knighthood upon Captain Trollope; and the merchants

of London presented him with a piece of plate, of the value of a hundred guineas, in testimony of the high sense which they entertained of his conduct, and of the protection which he had proved himself capable of affording to the commerce of the country.

In June, 1797, Sir Henry Trollope was sent, with the Glatton, to join Admiral Duncan, in the North Sea; shortly after which, he was removed into the Russell, of 74 guns. Admiral Duncan blocked up the Texel, during the whole of the summer, the Dutch having a considerable fleet there, ready for sea, under the command of Admiral de Winter. Early in October, however, the British fleet being in want of some repairs, Admiral Duncan put into Yarmouth Roads; leaving the following squadron of observation, under the command of Sir Henry Trollope:—

Ships.	*Guns.*	*Commanders.*
Russell	74	Captain Sir H. Trollope.
Isis	50	——— William Mitchell.
Beaulieu	40	——— Francis Fayerman.
Circe	28	——— P. Halket.
Martin	16	——— Hon. C. Paget.

The Dutch availed themselves of this opportunity, to put to sea; but, by the vigilance of Sir Henry Trollope, Admiral Duncan was immediately apprised of their sailing; and, getting under weigh, bore up, gave the signal for a general chase, and soon came within sight of the enemy, who were forming in a line, on the larboard tack, to receive him. The service of Sir Henry, upon this occasion, was thus acknowledged by the commander in chief:—"Captain Trollope's exertions, and active good conduct, in keeping sight of the enemy's fleet until I came up, have been truly meritorious, and I trust will meet a just reward."

In the battle which succeeded, Sir Henry Trollope had the honour of bearing a part; but, as we have already given the particulars of that event, in our memoir of the life of Lord Duncan,* it is unnecessary, in this place, again to enlarge upon

* *Vide* NAVAL CHRONICLE, Vol. IV. page 104, *et seq.*

the subject. It is sufficient to state, that the glorious victory off Camperdown, by which nine ships of the line and two frigates of the enemy fell into our possession, was achieved, after an unremitting contest of something more than three hours.

Sir Henry Trollope, in common with his brother officers, who shared in the conflict, received the thanks of both houses of parliament; and was presented with a gold medal, to be worn in the same manner as those which were given in commemoration of Earl Howe's victory.

An additional honour awaited this gallant officer. On the 30th of October, about three weeks after the engagement, his Majesty embarked at Greenwich, on board the Royal Charlotte yacht, for the purpose of visiting his fleet at the Nore, under Admiral Duncan, and to thank them in person for their valorous exertions. On this occasion, the Royal Charlotte was steered by Sir Henry Trollope; his Majesty being attended by Earl Spencer, Lord Hugh Seymour, Admiral Gambier, and Mr. Marsden, of the Board of Admiralty; and by Sir Andrew Snape Hamond, Comptroller of the Navy, and other commissioners. The vessels which formed the royal procession, if it may be so termed, were arranged in the following order:—

An armed brig.	THE ROYAL CHARLOTTE, Captain Sir H. Trollope; THE PRINCESS AUGUSTA, Captain E. Riou; THE MARY, Captain Phillips.	An armed brig.

The wind proving contrary, and blowing hard, the yachts were unable to reach the Nore until the following day; when, the wind continuing adverse, and increasing much in violence, it was found utterly impracticable to proceed; and, on account of important business, which required his Majesty's presence in town, it was at length determined to return to London, without accomplishing the object of the royal excursion. Accordingly, at ten in the morning, on the 1st of November, his Majesty and

suite landed at Greenwich; and, after breakfasting with Lord Hood, the governor of the Royal Hospital, returned to town.

It should be mentioned, that, before his Majesty left the Royal Charlotte, he created Sir Henry Trollope a knight banneret; but, in consequence of some peculiarities in the nature of the order, it was afterwards settled by the privy council, that a knight banneret could only be made in the field, where a battle had actually been fought, in which the person so created had borne a part.

The propriety of instituting an order of knighthood, under the denomination of the Naval Order of the Royal Oak, was some time ago suggested;* and we must confess it would afford us great pleasure to see something of the kind carried into effect. Knighthood was formerly a *truly* honourable distinction; but, certainly, its distinguishing property is deplorably deteriorated, by being conferred, equally on a meritorious officer, who may have fought and bled in the service of his country, and on a city magistrate, who may be deputed to march up to St. James's, as the bearer of some unimportant political address.

Independently of knighthood, however, Sir Henry Trollope is sufficiently distinguished by his professional merit.

On the 19th of December, 1797, his Majesty and all the royal family, attended by all the officers of state, and both houses of parliament, went in procession to St. Paul's cathedral, to return thanks for the glorious victories which had been achieved, and to deposit the colours which had been taken from the French, on the 1st of June, 1794; from the Spaniards, on the 14th of February, 1797; and from the Dutch, on the 11th of October, in the same year. Sir Henry Trollope was one of the officers who walked in this memorable procession; the form of which, as we have never before inserted it, we shall now subjoin:—

"At the end of the first lesson, the flag officers and captains entered the church in two divisions, right and left of the King's

* *Vide* NAVAL CHRONICLE, Vol. X. page 482.

chair, the end of the flag being supported by those officers who immediately followed the bearers in regular succession, advancing to the altar to deposit the trophies.

Vice-Admiral Caldwell, bearing the flags taken from the French, on the 1st of June, 1794.

Vice-Admiral Sir T. Pasley, Bart.

Vice-Admiral Sir A. Gardner, Bart.	Rear-Admiral Bazely.
Rear-Admiral Lord H. Seymour.	Rear-Admiral Sir Roger Curtis.
Captain W. Domett.	Rear-Admiral Gambier.
Captain J. Elphinstone.	Captain J. W. Payne.

Vice-Admiral Goodall, bearing the flags taken from the French, in the Mediterranean, on the 10th of March, 1795.

Rear-Admiral W. Young.	Captain J. Holloway.

Rear-Admiral Hamilton, bearing the flags taken from the French, off L'Orient, on the 29th of June, 1795.

Captain Larcom.	Captain Grindall.
——— Monckton.	——— Browne.

Vice-Admiral Sir Charles Thompson, bearing the flags taken from the Spaniards, off Cape St. Vincent, on the 14th of February, 1797.

Vice-Admiral Waldegrave.	Rear-Admiral Sir Horatio Nelson.
Captain Whitshed.	Captain Sir Charles Knowles.
——— Sutton.	——— Dacres.
——— Irwin.	——— Towry.

Captain Douglas, bearing the flags taken from the Dutch, off the Cape of Good Hope, on the 16th of August, 1796.

Admiral Lord Duncan, bearing the flags taken from the Dutch off Camperdown, on the coast of Holland, the 11th of October, 1797.

Vice-Admiral Onslow.	Captain Walker.
Captain Sir Henry Trollope.	——— Sir G. W. Fairfax.
——— W. Obrien Drury.	——— W. Essington.
——— J. Wells.	——— E. O'Brien.
——— Mitchell.	——— George Gregory.
——— W. Bligh.	——— W. Hotham."

In the following year (1798) Sir Henry Trollope, continuing in the Russell, served in the Channel fleet, under Lord Bridport; and, in 1799, and 1800, successively under Lord Bridport, Earl St. Vincent, and the present Lord Gardner, he commanded le Juste, of 84 guns, on the same station.

Le Juste was the last ship which Sir Henry Trollope commanded; as, at the period of the union with Ireland, on the 1st

of January, 1801, he was promoted to the rank of Rear-Admiral of the White Squadron; on the 23d of April, 1804, he was made Rear-Admiral of the Red; and, on the 9th of November, 1805, Vice-Admiral of the Blue.

Sir Henry Trollope has never had an opportunity of hoisting his flag. Why, in times of such active service as the present, so brave, and so able an officer should remain unemployed—unless it be from a want of personal interest—is a question, the solution of which we are unable to divine. Perhaps it would be well for the service, and for the nation at large, if, when fresh expeditions are fitting out, the Admiralty Board, disclaiming all feelings of partiality towards individuals, would refresh their memory by glancing over the Navy List. They would thus be enabled to select such officers, as, by their former exploits, should be entitled to the honourable preference.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SKETCH OF THE THREE PERIODS OF BRITISH NAVAL HISTORY.

[*From the First Report of the Commissioners on the Civil Affairs of the Navy.*]

THE whole of our naval history may be divided into three periods; the first comprehending all that preceded the reign of Henry VIII. the second ending with the restoration of Charles II. and the last, coming down from the restoration to the present day.

During the first period it appears, that our kings had neither arsenals nor dock-yards: their only permanent naval force consisted of 57 vessels, each carrying 21 men and a boy, well armed and fitted for war, which the Cinque Ports were bound by their charters to furnish on 40 days notice from the crown.* When, in

* Exton states, that "in the admirals' commissions of old, they are named admirals of the ships of the Cinque Ports and other ports;" without any mention of the ships of the king.

PEPYS "*Naval Minutes,*" M.S. page 74.

case of war, a greater force was required, ships were hired from merchants at home, or from those in Dantzic, Hamburgh, Lubec, Genoa, and other ports, or were fitted out from various motives by private adventurers, who shared in the advantages acquired; trading vessels having in those times no protection from ships of war belonging to their respective governments, were necessarily armed for their own defence.

The foundation of the navy of England was laid by Henry VIII. He constituted an admiralty and a navy board; and during his reign, the Trinity House, and the dock-yards at Deptford, Woolwich, and Portsmouth, were formed; the regulations which he made for the civil government of naval affairs were, in the reign of Edward VI. revised, arranged, and turned into ordinances, which form the basis of all the subsequent instructions given to the officers, to whom the management of the civil affairs of the navy has been committed.

The officers then appointed were, the vice-admiral of England, the master of the ordnance, the surveyor of the marine causes, the treasurer, comptroller, general surveyor of the victualling, clerk of the ships, and clerk of the stores.

Particular duties were allotted to each member; and they were ordered to meet once a week at the office on Tower Hill, to consult together for the good order of the navy, and to report their proceedings once a month to the lord high admiral.

But the ships belonging to the crown, or provided by the civil department of the navy, still formed only a part of the naval force employed in time of war. In the fleet by which the Spanish armada was defeated, there were 176 ships, with 14,992 men, of which only 34 ships, with 6,225 men, belonged to the crown; and this mode of adding to the naval force by hired ships, appears to have been continued down to the end of the 17th century.

No considerable alteration in the civil government of the navy took place from the reign of Edward VI. till the year 1609; when, in consequence of many abuses which were complained of, the principal officers were suspended; and commissioners were appointed with powers to manage, settle, and put the affairs of the navy into a right course; and to take such measures as they might deem necessary to prevent the continuance of the many great frauds and abuses which prevailed. A similar commission was issued in 1618; and a very full, able, and minute report was made by the commissioners then named, in which those frauds and abuses are detailed and explained; a very distinct account of the

state of the navy, at the time, is given, as well as of its state during the four preceding reigns; and many very wise regulations are suggested.

That commission was determined upon the death of James I. but was renewed by his successor, and remained in force till 1628; when it was dissolved, and the affairs of the navy were restored to the management of the board of principal officers, which had been established by Edward VI.

During the disturbances in the reign of Charles I. the managing officers were directed by the king to refuse obedience to the orders of parliament; and a number of ships having been carried away by Prince Rupert, the naval force was by these means reduced to so low a state, that at the beginning of Cromwell's usurped government he had only 14 ships of war of two decks, and some of these carried only 40 guns; but under the careful management of very able men, in different commissions which he appointed, such vigorous measures were pursued, that in five years, though engaged within that time in war with the greatest naval power in Europe, the fleet was increased to 150 sail, of which more than a third part had two decks. The navy was indeed raised by him to a height which it had never before reached; from which, however, it again declined during the short and feeble administration of his son, at the latter part of the second period.

On the restoration of Charles II. the Duke of York was immediately appointed lord high admiral, and by his advice a committee was named to consider a plan, proposed by himself, for the future regulation of the affairs of the navy, at which the duke himself presided.

In all naval affairs he appears to have acted with the advice and assistance of Mr. Samuel Pepys, who first held the office of clerk of the acts, and was afterwards secretary of the admiralty; a man of extraordinary knowledge in all that related to the business of that department, of great talents, and the most indefatigable industry. All the proceedings of the Duke of York in the management of the navy, either when he was lord high admiral, or after he came to the throne, are minutely detailed in a great number of manuscript volumes in the Pepysian library at Cambridge, of which eighteen volumes have, at our desire, been sent for our perusal.

The powers which had been before granted to the commissioners of the admiralty and the navy board were recalled, and the entire

management was put into the hands of the duke, as lord high admiral; by whom three new commissioners were appointed to act with the treasurer of the navy, the comptroller, the surveyor, and the clerk of the acts, as principal officers and commissioners of the navy.

In 1661, those instructions and standing orders for the guidance of the principal officers and commissioners of the navy, and the superior officers in the dock-yards, which are still in force, were sent to the navy board by the Duke of York. These had been formed under his direction, by Mr. Pepys, and have been found ever since of great use and value in the management of the naval departments.

It appears, that after the duke's appointment great progress was very speedily made in the reparation and increase of the fleet; but on his return from his command at the end of the Dutch war, which commenced in 1664, he found that, though he had authorized the navy board to make all the addition to their establishment which the exigencies of the war might require, yet the same careful management had not been continued during his absence. The example of zeal and industry set by Mr. Pepys in his office of clerk of the acts, had not been sufficient, without the presence and authority of the duke, to prevent neglect in the other departments, and the fleet and dock-yards had suffered greatly in consequence of it.

After minute inquiry into the circumstances, a state of the case was, by order of the duke, drawn up by Mr. Pepys, and sent to the navy board, in which the duties of the board, and those of each member of it, taken from the instructions before-mentioned, are stated in different heads, and under each head the errors and misconduct that he discovered in the execution; requiring a written answer, in a short limited time, from each of them. The answers were given, and in reply a second paper was sent to each, pointing out what part of the charge remained unaccounted for: but finding, at the same time, that a part of the blame was justly to be imputed to the irregularity and remissness of government, particularly in the supply of money for naval purposes, in consequence of the "deplorable condition of the king's treasure," he continued those officers in their employments, warning them that on any new neglect they would be removed.

The Duke of York remained lord high admiral till 1673, when, in consequence of the test required by parliament, to which he would not submit, he resigned; and that office was in part put in commission, and the rest retained by the king. Prince Rupert was

put at the head of the commission, and Mr. Pepys was at the same time raised to the office of secretary of the king in all naval affairs, and of the admiralty; by which means his influence was increased, the current business, by the king's direction, came to be left almost entirely to him, and, on extraordinary occasions, when the commissioners met, the Duke of York assisted: the careful management which he had established, was consequently not departed from, or relaxed till 1679; at which time there were in sea-pay, and in excellent condition, 76 ships of the line, all furnished with stores for six months, eight fire-ships, besides merchantmen, and a numerous train of ketches, smacks, yachts, &c. with more than 12,000 seamen; there were also 30 new ships building, and a good supply of stores in the dock-yards.

But a complete change *then* suddenly took place; the loose dissipation of the king having still added to his great pecuniary difficulties, he was induced to give up the plan, which he had formerly pursued with so much zeal, of supporting and increasing the navy, on account of the expense attending it. The duke was sent abroad, and Pepys to the Tower. A new set of men were made commissioners of the navy, who, though of fair moral character, were without the experience, ability, or industry which that important situation requires.

All the wise regulations, formed during the administration of the Duke of York, were neglected; and such supineness and waste appear to have prevailed, that at the end of not more than five years, when he was recalled to the office of lord high admiral, only 22 ships, none larger than a fourth rate, with two fire-ships, were at sea; those in harbour were quite unfit for service; even the 30 new ships which he had left building had been suffered to fall into a state of great decay; and hardly any stores were found to remain in the dock-yards. The first act of the Duke of York, on his return, was the re-appointment of Mr. Pepys as secretary of the admiralty, and his whole conduct on that occasion, in the management of the affairs of the navy, bears the most conspicuous marks of professional knowledge, moderation, and economy, mixed with firmness and wisdom. He proceeded with great earnestness to the examination of the superintending officers, but gave them a year of trial, to correct the abuses which their former neglect had allowed. At the end of that year, observing no reform made, and them unequal to the task, the greatest pains were taken to find out the ablest and most intelligent men, to whose care the re-establishment of the navy, the remedy of

abuses, and the restoration of order and discipline were to be committed.

In the manuscript collections of Mr. Pepys there is a paper, prepared by the duke's command, containing a list of all the great ship-builders in England, with their characters, in respect of fitness for the objects which he had in view. Among these, Sir Anthony Dean is stated to be a man of by far the greatest abilities; one indeed, without whose assistance the proposed reform could not be made; but, on being applied to, he declined the employment, his professional emoluments being greater than those offered to him. By the advice of Mr. Pepys a full compensation was given to him for the loss of those emoluments; and he was, with three others, then joined with the former principal officers in a new commission.

These new commissioners were men, in the words of Mr. Pepys, possessing "a practised knowledge of every part of the works and methods of the navy, both at the board and in the yards; a general mastery in the business of accounts, vigour of mind, and approved industry and integrity;" and to each of them was committed a distinct branch of the proposed reform, for which his talents were the most suited.

Those old commissioners, whose conduct had been most complained of, were not permitted to interfere in the measures of reform which the rest were instructed to pursue. They were not, however, displaced, no wilful transgression being laid to their charge, but were directed entirely to confine their attention to the business of a committee of accounts.

An estimate formed by Mr. Pepys for the complete repair of the fleet and dock-yards, and the supply of stores, was laid before the new commissioners, in which the whole expense was limited to 400,000*l.* a year, to be supplied in weekly payments for three years, in which time the whole was to be completed; and this was considerably less than what had annually been expended by the former commissioners, during the few years of remissness and waste.

The commissioners, after full consideration of the plan, undertook what was proposed to them; and it appears from the very full account of the whole proceedings left by Mr. Pepys, that they performed what they had undertaken in less time than was allowed for it, and at less expense.

In two years and a half after the commissioners were appointed, the king visited the dock-yards; and finding every thing accom-

plished to his satisfaction, and the whole business arranged, he dissolved the commission with marks of his high approbation, and then restored the management to the regular boards. The commission was opened at Lady-day, 1686, and was closed on the 12th of October, 1688; and by a list left by Mr. Pepys, there were on the 18th of December, 1688,

Of ships of the line, at sea, or going forth....		52
Ditto	repaired	41
		93
	Under repair.........	8
	To be repaired......	3
	Newly come in from sea	4
		108; with

a considerable number of vessels of smaller size.

Those measures which had been so judiciously planned, and so ably and expeditiously executed, gave, as might be expected, the most general satisfaction.

The revolution took place within two months after the business of the committee was completed; but the naval regulations were wisely left unaltered; the business of the admiralty continued for some time to be carried on, under the immediate direction of the king, by Mr. Pepys, till the arrival of Admiral Herbert and Captain Russell from the fleet, into whose hands, he says, "he silently let it fall;" and under the system formed by the Duke of York, with his aid, the civil government of our navy has ever since been carried on.

RUSSIAN OFFICIAL ACCOUNT OF THE LATE NAVAL ENGAGEMENTS BETWEEN THE TURKS AND RUSSIANS, OFF THE DARDANELLES.

THE following is Admiral Siniavin's report, relative to the actions of the 11th of May and the 19th of June, between the Russian and Turkish squadrons, together with an account of the attempt of the Turks to dislodge a detachment of Russian troops from the fort and the island of Tenedos:—

"On the 7th of May, eight Turkish ships of the line, six frigates and smaller vessels, with about 50 gun-boats, passed the straits of the Dardanelles, and steered towards Tenedos. Admiral Siniavin, for several reasons, got under sail with his squadron,

consisting of 10 ships of the line, and steered his course towards the island of Ymbro. The Turks, wishing to avail themselves of his absence for landing their troops upon the island of Tenedos, made two attempts for this purpose on the 8th, when they were repulsed with great loss by a division of our troops from the fortress, under the command of Major Gedeonow; of course they did not attempt to land a third time, but steered over to the coast of Natolia, and concealed themselves in the creeks.

"On account of contrary winds, and a strong current, we could not make any attack on the Turkish fleet on the 8th or 9th; but on the 10th, at two in the afternoon, the wind being favourable, an attack was determined upon. However, our ships were scarcely got under weigh, when the Turks also weighed anchor, and attempted to gain the Dardanelles under full sail. Our ships pursued them to the mouth of the Straits, and cannonaded them two hours during their passage. The enemy's ships were so precipitate in their flight, that three of them were stranded between the batteries and the promontory of Asia; most of them were considerably damaged in their hulls, and had a number of killed.

"The Turks, having received a reinforcement of ships of war and frigates from Constantinople, made their appearance again on the other side of the Dardanelles, on the 10th of June. They had now 10 ships of the line, six frigates, and five smaller vessels: among the former were three flag-ships, one of them a three-decker, carrying the Captain Pacha's colours, and two others with an admiral's flag. Near the island of Ymbro, they cast anchor, and formed the line of battle. In consequence of contrary winds and currents, our squadron could not approach them during three days; but on the evening of the 14th, we got under weigh with a favourable breeze.

"On the 15th, being on the other side of the island of Ymbro, and unperceived by the enemy, we learnt they had weighed anchor, and steered for Tenedos. At the same time a number of boats, with Turkish troops on board, made their appearance from the coast of Asia, upon which the Russian garrison of Tenedos immediately got under arms, and occupied the most important posts and shores of the island. When the enemy's ships came within half cannon-shot of the fort, they were fired upon not only by the fort, but by the sloops lying in the harbour, upon which they made their boats approach the northern side of the island, and there attempt a landing, but they were repulsed,

" Next morning, at day-break, the Turkish frigates and gun-boats opened their fire upon our works, and at the same time they caused a great number of vessels, with troops on board, to approach the island from the coast of Anatolia. To oppose this landing, the Russian commandant detached 300 men; but before they could arrive at the place of destination, the Turks had succeeded in landing 1000 men, under cover of their frigates and ships of the line. The continual fire of grape and cartridge from these vessels left the small Russian detachment no choice as to the propriety of retiring.

" The enemy, well knowing the weakness of the fort, flattered themselves with the hope of making themselves masters of it with little or no difficulty: accordingly, on the 17th, they again approached it with their whole squadron, and one ship of the line and a frigate kept up a cannonade against it during three hours; but when the enemy observed that our squadron approached Tenedos, they got a part of their troops on board, with the utmost precipitation, and stood out to sea.

" The wind having changed in the night of the 13th, our squadron was detained till the 17th, in its passage between the island of Ymbro and the European coast; but on the 17th, with the north wind in their favour, they bore up for Tenedos, and observing that the enemy's small craft, with troops, were still upon the coast, the Russian row-galleys were ordered to attack them. A part of them were sunk by the galleys, and the rest dispersed.

" As soon as the fort had been supplied with necessaries, and dispositions made for preventing the approach of the enemy's vessels, the frigate Venus, and the Spitzbergen sloop, were left to protect the coast. On the 18th, the Russian fleet were again under sail, steering their course for Lemnos, where they hoped to find the Turks. On the 19th, at day-break, they descried, as they expected, ten ships of the line, five frigates, and an equal number of small vessels. The Turks formed their line without delay. Our side followed their example, with the intention of attacking the enemy's flag-ship. Our ship Raphail was the headmost in our line, and when bearing down upon the enemy, it was observed that the Turks opened their fire at a very great distance. Our ship Raphail, on the contrary, being ordered to attack the enemy's flag-ship, retained her fire till she was within a very small distance from her opponent; but on account of receiving so much damage in her sails, as not to be able to bear up against the wind, she was

driven into the enemy's line. At the same time Vice-Admiral Greig was ordered by Admiral Siniavin to attack the enemy's van, consisting of one ship of the line, and two large frigates. These frigates being soon disabled, and obliged to retire, the Raphail broke through the enemy's line, when she was fired upon by several of their ships of war; and Vice-Admiral Siniavin, who bore down to support the Raphail, was in a short time rendered unable to continue the conflict.

"A calm succeeding immediately after, as it was impossible for the ships to manœuvre, they became so far separated from the enemy's squadron, as to give them an opportunity of repairing their damages. As soon as the wind began to blow a little fresh, Admiral Siniavin made the signal for pursuing some of the enemy's ships of the line, and two frigates that were a considerable way behind the rest of the squadron.

"In the following night, the ship of the Capitan Bey, which was damaged more than the rest, was taken, with Becker Bey, and 774 men on board. This vessel carries 80 pieces of brass cannon, and is in every respect a very fine ship.

"On the following day, Vice-Admiral Greig, with three ships, was ordered in pursuit of an enemy's ship of the line, and two frigates, that were discovered between Famo and the promontory of Asia. When the Turks found it was impossible to escape, they ran their ships aground, and, after getting the people on shore, set fire to the vessels.

"Our three ships having returned to the squadron, Admiral Siniavin lost no time in proceeding to the island of Tenedos, with the view of affording the garrison the necessary assistance.

"During the passage to Tenedos, on the 22d, a smoke was observed near the island of Tasso, where the Turkish fleet had been defeated, and some firing heard; and upon our arrival at Tenedos, we learned, that it arose from the burning of one of the enemy's ships and a frigate, which had been considerably damaged during the action.

"The result of this last action has been the loss of three Turkish ships of the line and three frigates.

"On the 26th, after Admiral Siniavin had taken proper measures for investing the island on all sides, and for cutting off all communication between the enemy and the continent, wishing to spare the effusion of blood, he sent a proposal to the commandant of the Turkish troops upon the island to evacuate it, and offering them a free passage to the coast of Asia. In consequence of this offer, on the 27th the Turkish commandant sent an officer to

announce his acceptance of this proposal; and in order to relieve the garrison as soon as possible from the blockade it was under, the Turkish army, consisting of 4,600 men, was transported over to the Asiatic coast on the 28th.

"Admiral Siniavin bestows very high encomiums upon the valour of Admiral Greig; the captains of the rank of post, Malagew, Schaltedg, and Krowwe; the captain of the second rank, Rtiechtochew; and Colonel Padeiski, the commandant of the garrison of Tenedos.

"In these engagements we have lost 132 privates, three superior officers, the captains Ignetgew, Lukin, &c. Among the wounded, 17 officers of the staff, and 392 privates. On the part of the enemy, in the ships that were taken, there were 230 killed, and 160 wounded; from which we may infer, that their whole loss must have been considerable. Of the Turkish troops that landed at Tenedos, in the various attempts upon that island, and during the blockade, which lasted ten days, the loss sustained was about 1,000 men."

LORD STANHOPE'S IMPROVEMENT IN NAVAL ARCHITECTURE.

In page 278, of the present volume, we mentioned that Lord Stanhope had obtained a patent, for the invention of certain improvements in naval architecture. We find that he has constructed the model of a ship on a new principle, the object of which is to obviate the defects of the ordinary rudder, and to enable vessels to wear and stay with greater facility than by the present mode, as well as to avoid, with more certainty, the dangers of a lee shore. His new method of performing these and other important operations at sea is accomplished by the contrivance of very powerful steering machines, of a new construction, called *gills*, which are placed considerably under the water line, and fixed near each end, both at head and stern. With a boat furnished with this new apparatus, some very interesting and conclusive experiments have recently been made on the large piece of water in Kensington Gardens, and were attended with the most complete success.—The boat being ballasted with a ton and a half of ballast, and being nearly upon a level keel, but a little down by the stern, she was tried both with the wind and against the wind, without the rudder, and with the rudder, and also against the rudder, in order to see which was the most powerful. The head gills on one side were equal to the rudder, when it was held at two points and a quarter upon an average. The stern gills on one side were equal

to the rudder, when it was placed at two points and three eighths upon an average; but when the head and stern gills were all open on one side of the vessel, and acting in conjunction with each other, but in opposition to the rudder, they were found to be superior to the rudder, and to outbalance it when it was placed hard over no less than thirty-seven degrees and a half, which is considerably a greater angle than that at which the rudders of ships are placed, either on board ships of war or merchantmen, as in general the angle seldom exceeds thirty degrees. The immense utility of the gill apparatus was also proved by the following experiments :—When the boat was rowed, the stern gills on one side made her perform a complete circle in six minutes; the head gills on one side produced the same effect in four minutes and fifty seconds; the rudder in four minutes and fifteen seconds, when it was put over quite hard; the head and stern gills acting in conjunction, in four minutes; and the head and stern gills, acting in conjunction with each other, and with the rudder, described a circle in two minutes and forty seconds; which is a clear proof how powerfully the gills will tend to assist the steerage of a vessel, and to prevent her from getting into the trough of the sea in a gale of wind, which is always dangerous; and also to prevent a ship from missing stays, which frequently produces the most fatal effects in narrow channels, amongst rocks, and on a lee shore. His lordship, after trying several experiments in rounding, tacking, and keeping to a certain point, landed, and expressed his perfect satisfaction and confidence in having succeeded in his design. It is said, that by this invention, one-third of the expense may be saved in the construction of a 74; that the vessel being rather flat-bottomed, will carry more tonnage; it will navigate in very shallow water, and over breakers or sunken rocks, without the risk that a ship with a keel runs; on approaching any rock or coast, it can immediately retire, without loss of time in putting about, as it sails with either head or stern foremost; does not require half the sails, all of which can be worked by men on the deck, without going aloft; the composition which covers it is infinitely cheaper than copper, and answers the same purpose; it can sail nearly against the wind, by working the gills, with many other advantages. Instead of the bottom being pitched outside, it is covered with a composition, an invention of the noble earl's, which, as soon as spread on quite hot, becomes so hard that a chissel cannot cut it, and it has the quality of resisting any force by its elasticity. His lordship's country seat is covered with the same composition, instead of lead.

COMPLIMENTARY TESTIMONIALS OF LIEUTENANT LEACH'S PROFESSIONAL MERIT.

The British Consul and Factory of Oporto have presented Lieutenant Leach, commanding his Majesty's schooner Milbrook, with a piece of plate, value 50 pounds, as a token of gratitude, for the effectual protection which he afforded their trade in general, during the time he was stationed off Oporto Bar, and as a high sense they have of his professional merit.—Copies of which resolution have been sent to the Admiralty, by his Majesty's consul. In addition to this testimony, the masters of the merchant vessels trading to Oporto, have returned their public thanks to Lieutenant Leach, in a very handsome letter written to the Underwriters at Lloyd's. The ship's company of the Millbrook have requested Lieutenant Leach's acceptance of a sword, value 50 guineas.

THE BRITISH TRIDENT.

The following suggestions have been transmitted to us, relative to the adoption of a new flag, expressive of the union between England, Scotland, and Ireland:—

At this eventful period, when we are nobly contending for our rightful *dominion of the sea*, Englishmen would like to see a *flag at the main*, more expressive of naval power than that which has long, and unmeaningly, been called the *Union*. We might now, I think, fitly adopt a flag bearing a *winged* Trident. Let us examine the propriety of such an adoption as an emblem of union, and as a banner of war.

First, then, in respect to union, composed of the spears of the three nations, fitted, hooped, and rivetted together, until, without individual diminution, it be made *one*, it not only expresses the abstract idea of union, but also typifies the complete *union of power*, always to be wielded by one arm, and obedient to one will; and at the same time it shews the character of that power to be naval. And then, again, as referring to war, the sailors of the three nations in this banner must see, that the union of the three national spears constitutes the very sceptre of the sea; whence, by an association the most natural, and the most flattering to the human mind, will spring a determination to make it such. Seeing in their flag—

> "Dominion's symbol, and bright glory's sign;"

and seeing wrapped in that flag *the very existence of their country*, what enemy, what force, what superiority of numbers, would be

able to wrest it from them?—THE TRIDENT AT THE MAIN! what an object of ambition to a British officer! On the copper coin of the kingdom, bearing his Majesty's image and superscription, the *Trident* has for some time graced the hand of Britannia; and we believe that Buonaparte, in the preliminaries of peace, has been perfectly silent on this assumption. On Cæsar's penny, the meanest currency of the shop, what can be the beneficial effect of introducing the trident? But, *borne at the mast head*, how it must fire the naval mind, and keep alive that heroic spirit which placed it there! Whatever of this kind we think fit to do, let it be done with dignity. If we are to use the Trident at all as a national symbol, let it not be slipped into the meanest medium of exchange, to be chucked from hand to hand in the low commerce of the pot house; but suffer it to wave aloft in air at the admiral's flag-staff, to beget high thoughts, and great actions.

ADMIRAL GAMBIER'S THANKS TO CAPTAIN PUGET.

THE following is a copy of Admiral Gambier's public thanks to Captain Peter Puget, of his Majesty's ship Goliah, for the spirited conduct of the advanced squadron before Copenhagen, which were placed under his command:—

"*Prince of Wales, Copenhagen,*
Aug. 23, 1807.

"SIR,

"Having observed with great satisfaction, the spirited conduct of the sloops, armed ships, bombs, gun-brigs, tenders, and boats under your direction, which so gallantly opposed the Crown Battery, block ships, praams, and gun-vessels of the enemy, for so many hours this day, I have to desire you will accept, on your own part, and communicate to the commanders, officers, and crews of the several ships, vessels, and boats that were so arduously engaged, my highest praise and approbation of the bravery and energy which were displayed by the whole squadron on that occasion.

"I am, Sir,
"Your most obedient humble servant,
"J. GAMBIER."

Captain Puget,
commanding the advanced squadron
before Copenhagen.

THE LATE DANISH FLEET.

List of the Danish fleet, with the names of the English ships by which they were fitted for sea.

Danish.	Guns.	When built.	English.
Christian VIIth	96	1803	Pompee.
Neptune	84	1789	Minotaur.
Waldemar	84	1789	Prince of Wales.
Princess Sophia Fredevern	74	1775	Ganges.
Justice	74	1774	Cambrian.
Heir Apparent Frederick	74	1782	Brunswick.
Crown Prince Frederick	74	1784	Maida.
Fuen	74	1787	Mars.
Odin	74	1788	Hercule.
Three Crowns	74	1789	Ruby.
Skiold	74	1798	Valiant.
Crown Princess Maria	74	1791	Goliah.
Denmark	74	1794	Captain.
Norge	74	1800	Centaur.
Princess Caroline	74	1795	Agamemnon.
Severen	64	1795	Alfred.
Detmarksens	64	1780	Cut to pieces in dock.
Mars	64	1784	(Block ship) destroyed.

Frigates of 44 guns—Pearl, 1804, by the Inflexible; Housewife, 1779, by the Nymphe; Freya, 1795, by the Astrea; Iris, 1793, by the Africaine; Rota, 1793, by the Rosamond; Venus, 1805, by the Leyden.—Nyade, 36, 1807, by the Ariadne; Frederegstegn, 28, 1800, by the Surveillante; Little Belt, 24, 1801, by the Gannet; Fylla, 24, 1802, by the Charger; Sharpe, 18, 1791, by the Prometheus; Dolphin, 18, 1792, by the Desperate; Mercure, 18, 1806, by the Pompee; Alert, 18, by the Pandora.

The Triton, 28, 1790; Elbe, 20, 1800; Edegren, 20, 1802; Nid Elven, 18, 1792; Courier, 14, 1801; Flying Fish, 14, 1789; were also brought away, but we have not heard by what ships they were fitted.

The Alert and Dolphin were not included in the gazette. Fourteen gun-boats, with one gun in the bow and one in the stern; and eight with two guns in the bow, were also brought away, fitted by the Franchaise; and three of the latter description were destroyed.

CAPTAIN GLOVER'S STATEMENT OF THE PARTICULARS OF THE DETENTION OF THE SHIP OTHELLO, RUSSELL GLOVER, MASTER, IN THE CHESAPEAK BAY, BY A FRENCH PRIVATEER.

The above ship sailed from Liverpool on the 29th of June, with cargo of dry goods, bound to Baltimore. August the 17th, being 46 days out, took a pilot off the Capes of Virginia; the wind being light and contrary, for several days did not make much way. On the 22d, it blowing fresh from the northward, the pilot thought

best to anchor in the mouth of the Patuxent; that evening, seeing a schooner come down and anchor close by, supposing her from Baltimore, I sent my mate on board to inquire for a newspaper, who informed me that he had not one, and that there were no arrivals for several days. The schooner Three Sisters lying close by, he went on board, and was informed by Captain Rich, that in his opinion he was not from Baltimore, but was a smuggler.

About eight o'clock an officer boarded me from the French ship Patriote, lying in the Patuxent. After inquiring the news from Europe, what British vessels were off the Capes, he requested some newspapers, and departed politely. About two o'clock in the afternoon of the 23d, I got under way and stood up; shortly after I perceived the schooner Three Sisters and the privateer standing up also: at nine o'clock, wind and tide being a-head, the pilot brought the ship to anchor at Sharpe's Island. During the night, as I have since been informed by the watch on deck, the privateer worked around us, and at one time was alongside, when being asked what he wanted, sheered off and made no reply, but came to anchor under the ship's stern.

At day-light the next morning, while the crew were employed at getting up the anchor, I heard a noise on deck, and on my going up, was informed by the mate and pilot that the privateer had fired several bullets at us. I immediately took my trumpet and hailed him, to know what he wanted; I told the pilot to continue heaving the anchor, when he immediately worked to windward, fearing I should run him down, as he afterwards said: having brought his vessel within pistol shot, all his men fired two rounds each, while I was engaged hailing him; they must have taken good aim, as several of the balls lodged very near, and one passed through the mate's hat. While my men were employed lowering the boat, he kept up a continual cry, "haste, haste, or I'll fire again."

On my going alongside I asked if he was a pirate? he replied, no, and wished to know if any one was killed; saying, "I am no pirate, but a French privateer from Guadaloupe;" then demanded and examined my papers, and declared my ship a good prize, for having British manufactured goods on board: my boat was immediately filled with his men, armed with guns, pistols, swords, knives, &c. and demanding my keys, he proceeded on board the ship, leaving me behind. He then ordered all the crew below, placing two centinels over them; and told the pilot to take the ship to sea, for which he should receive 400 dollars; but on his objecting, was ordered to do so on his peril; they then come

menced examining the trunks, &c. in the cabin, and using to great excess, provisions, porter, &c.

About eleven o'clock in the forenoon I was permitted to go on board the ship, he having my papers in possession; on my going below, I told him I supposed he intended to plunder; to which he replied, no, and returned my keys, saying he was sorry he could not prevent his men destroying my cabin stores, and assured me no person on board should lose any thing. Looking under my pillow for my watch, I perceived it was taken, and having demanded it, he ordered one of his men to restore it. I then opened my chest, where I had a considerable sum of money, when he told me he examined that himself, and nothing would be missing, which was the case. I was then abruptly ordered on board the schooner, he declaring the ship a good and lawful prize, and said he would take her to Guadaloupe. On my requesting permission to remain on board, he said I should not; but that all hands, excepting myself, should, and that he should take care to protect his prize.

I then went on board the privateer, where I was detained until eight o'clock next morning: the ship being at anchor all night off the Potomac, the wind a-head, and seeing no prospect whatever of getting her out before he might be detected, he said he was very sorry he had detained me so long, but being positively informed of my having English goods on board, wished to discover it if possible. On demanding his authority, he said he was told so by Captain Rich; which he afterwards denied, saying it was on board the French ship Patriote he heard it, and that he saw the newspapers I gave the officer who boarded me; he further said, that he had been supplied with fifteen men by the commander of said ship, being short of hands, which I believe to be correct, as one of the men told the mate and pilot that he was with the officer who boarded me from the ship. After apologising for firing on me, saying he could not prevent his men, lest they would use violence on himself and other officers, he proposed to liberate the ship, provided I would give a certificate, declaring he did not plunder or act improperly, which I refused; but finding I had no other alternative, was obliged to comply; he further insisted on Mr. Harden, a passenger on board, to certify to the truth thereof; this being accomplished, he delivered up my papers, and permitted me to proceed, after being detained fourteen hours, and the ship carried from Sharp's Island to Point Look-Out.

RUSSELL GLOVER.

It is proper to state, that the crew of the French privateer have since been lodged in gaol, to answer for this outrage.

HOSTILE COMMERCIAL REGULATIONS OF THE DUTCH GOVERNMENT.

The third article in the late resolutions of the minister of finance to the person who is styled the King of Holland, Sept. 2, 1807, states, That his excellency the minister of marine is to be requested by letter, to adopt the most efficacious measures to prevent the introduction of the goods and manufactures of the enemy, to put some vessels of war in a state of forwardness, which vessels are to receive an officer of convoys and customs on board; and for this purpose also, they are to cruise in the streams and waters of this kingdom, as under :—

"a. Two vessels to cruise in the Zuyder Sea as far as Pampus, and along the Wadden, as far as the coast of Groningen.

"b. Two vessels to cruise in the streams of Zealand, between the Maeze and the West Shelde.

"c. One vessel to cruise from the coast of Groningen to the river Jahde, so far as this can be effected with safety."

By letter, also, to suggest to the same minister of marine, whether the watching of the strands and coasts may not be considerably facilitated by the officers of convoys and customs, in common with the military force, and better effected by the means of telegraphs along the coasts; and the proper places to be pointed out.

The whole of these resolutions are drawn up with care, to meet every possible case; and while they remain in force, no connexion of any sort can subsist between England and Holland.

SUBMARINE EXPLOSION.

The notion of reducing the power of the English navy *under water* was first suggested by a Mr. Bushnell, of Connecticut, and was the subject of one of the papers of the Philosophical Society of America. As far as the vague description of the newspapers warrants, Mr. Fulton does not appear to have made any material improvement on the idea of Mr. Bushnell. The machine invented by the latter, consisted of a vessel capable of containing a single person, and furnished with such apparatus as would enable him to remain under water for the space of thirty minutes. It was moved by a single oar, and its course was directed by a rudder and a compass marked with phosphorus; to this vessel was attached a large powder magazine, capable of containing 150lbs. of powder, with all the apparatus necessary for causing the explosion; the person contained in the vessel was likewise provided with instruments for attach-

ing the magazine to the bottom of the ship. The time of the explosion might be regulated by an apparatus contained within the magazine, and constructed so as to run for any required length of time within certain limits; this apparatus communicated with a gun-lock, which gave fire to the magazine at the time proposed. By an additional apparatus, the vessel could be raised to the surface of the water, or lowered at pleasure.

Mr. Bushnell's experiments, however, never succeeded to his wishes; some mismanagement, some unforeseen accidents, always prevented their success—sometimes the operator, in boring a hole in the bottom of the ship destined for destruction, for the purpose of attaching the magazine, unluckily was stopped in his progress, by encountering a piece of iron in the hull of the vessel, and in removing to a more convenient place for his purpose, has absolutely been unable to discover the ship a second time, and has consequently been under the necessity of abandoning the attempt; at other times, the *unskilfulness* of the person employed has frustrated his endeavours, and frequently he has been disappointed in his prospects by the *motion* of the *tides* and *currents*.

Bushnell's last attempt was made in December 1777, on the Delaware, not far from Philadelphia, after the destruction of the Mud Island battery, by the British vessels. It failed, but he boasts that it occasioned such alarm as to be the means of bringing on the battle of the Hogs.

ACCOUNT OF THE ISLAND OF CURAÇOA.

THE following interesting particulars, relating to the island of Curaçoa, are copied from a recent number of the *Quebec Mercury*:—

" Curaçoa is situated in 12 degrees north lat. 10 leagues from the continent of Terra Firma. It is 30 miles long and 10 broad. This island is not only barren, and dependent on the rains for its water, but the harbour is naturally one of the worst in America; yet the Dutch have remedied that defect: they have upon this harbour one of the largest, and by far one of the most cleanly towns in the West Indies. The public buildings are numerous and handsome; and the magazines large and convenient, and well filled. All kind of labour is here performed by engines, some of them so well contrived, that ships are at once lifted into the dock. Though this island is naturally barren, the industry of the Dutch has brought it to produce considerable quantities of tobacco and sugar;

it has besides good salt works, for the produce of which there is a brisk demand from the British islands, and the colonies on the continent. But what renders this island of most advantage to the Dutch, is the contraband trade which is carried on between the inhabitants and the Spaniards, and her harbour being the rendezvous to all nations in time of war.

"The Dutch ships from Europe touch at this island for intelligence or pilots, and then proceed to the Spanish coast for trade, which they force with a strong hand; it being very difficult for the Spanish guard-coasts to take these vessels; for they are not only stout ships, with a number of guns, but manned with large crews of chosen seamen, deeply interested in the safety of the vessel and the success of the voyage. They have each a share in the cargo, of a value proportioned to the owner, supplied by the merchant upon credit, and at prime cost. This animates them with uncommon courage, and they fight bravely, because every man fights in defence of his own property. Besides this, there is a constant intercourse between this island and the Spanish continent.

"Curaçoa has numerous warehouses, always full of the commodities of Europe and the East Indies. There are all sorts of linen and woollen cloths, laces, silks, ribands, iron utensils, naval and military stores, brandy, the spices of the Moluccas, and the calicoes of India, white and painted. Hither the Dutch West India (which is also their African) company annually bring three or four cargoes of slaves; and to this mart the Spaniards themselves come in small vessels, and carry off, not only the best of the negroes, at a very high price, but great quantities of all sorts of goods; and the seller has this advantage, that the refuse of warehouses and mercers' shops, with every thing that is grown unfashionable and unsaleable in Europe, go off extremely well, being sufficiently recommended by their being European. The Spaniards pay in gold and silver, coined, or in bars, cocoa, vanilla, jesuit's bark, cochineal, and other valuable commodities.

"The trade of Curaçoa, in time of peace, is annually worth 500,000l. to the Dutch; but, in time of war, the profit is much greater, for then it becomes the common emporium of the West Indies: it affords a retreat to ships of all nations, and at the same time refuses to none of them arms and ammunition to destroy one another. The intercourse with Spain being then interrupted, the Spanish colonies have scarcely any other market from whence they can be well supplied with slaves or goods. The French come here to buy the beef, pork, corn. flour, and lumber, which the English

bring from the continent of North America, or which is exported from Ireland; so that, whether in peace or in war, the trade of this island flourishes extremely.

"The trade of all the Dutch American settlements was originally carried on by the West India company alone: at present the ships that go upon that trade pay two and a half per cent. for their licenses; the company, however, reserve to themselves the whole of the trade carried on between Africa and the American islands."

Government, it is said, have determined to make the island of Curaçoa the grand *depôt* of military stores and provisions in the West Indies. The troops, on their first arrival from Europe, are also to be quartered there, until they become seasoned to the climate.

CORRESPONDENCE.

MR. EDITOR,

SHORTLY after the memorable battle of Trafalgar, it was stated in your Chronicle, that Mr. Bolton, the scientific and venerable proprietor of the Soho manufactory, had solicited and obtained permission of government, to strike a medal, at his own expence, in commemoration of that brilliant victory; intending to present one to every officer and seaman who had shared in the perils and honours of the day.

Neither the patriotism of such a donation, nor the propriety of conferring so honourable a mark of distinction upon our brave defenders, can for a moment be questioned; and, as there can be no doubt of Mr. Bolton having performed his self-appointed, and generous duty, as far as it might rest with himself, it has excited no little surprize and chagrin, that the distribution of the medals alluded to has not yet been general.

I am sure, sir, that you feel too warmly for the good of the naval service, and for the honour of the nation, not to be willing to promote an inquiry upon the subject; and, as it is known, that many ships have been paid off, and their petty officers and people transferred to other ships, without their having received the Bolton medal, I must request your insertion of this note in your valuable repository of nautical information.

I am, Sir,

AN OLD TRAFALGARIAN.

MR. EDITOR,

AS you admit into your Chronicle memoirs or characters of men, either eminent in their lives, or unfortunate in death, it is requested that you will insert the following slight sketch of a brave young officer, who very lately lost his life, by being drowned, in the act of performing his duty, in pursuit of an enemy's vessel. Had it pleased Heaven to preserve him, he would have been an honour to his king and to his country. I shall, however, try to rescue his lamented death from oblivion;

> "He shall not sleep, in his low wat'ry grave
> Unwept, unsung, without the tear
> Of some true faithful friend."
>
> MILTON.

I am aware, however, that biography is often, from the relative merit of the person who is the subject of it, so delightful to the writer, that he often knows not how to adapt his expressions so as to satisfy his feelings, and at the same time to do justice to the character which he is describing, without rendering himself liable to the suspicion of partiality or interest. In the present case, however, the character of the deceased will not be exaggerated.

I am, Sir,
Your humble servant,
Z. Z.

Lieutenant WARTON, the subject of this slight tribute of affection, was grandson of the late lamented, and ever honoured Dr. Warton, whose public character and private virtues are beyond my feeble praise. This excellent friend, he lost, by death, a few years since; and lately had the additional misfortune of losing his worthy father, by a very sudden death. He was then a midshipman in the royal navy, in Lord Nelson's squadron; in which situation he served the usual time, most honourably; and, in consequence of his good conduct, he soon obtained a lieutenancy. The reader is not to expect, in this short sketch of my lamented young friend, any wonderful adventures, strange turns of fortune, or surprising discoveries, like those of Captain Cook, or Vancouver. Alas! his short, but useful, career in this world was soon terminated, at the early age of twenty-two. His life was private and blame-

less; the useful virtues of honesty, benevolence, and integrity were the chief traits in his character, which are of more real use to the community in general, than all the rank and titles of the great. He had derived from nature a strong understanding, and an excellence of disposition, which conciliated the affection of all who knew him. His excellent state of health, his manly form, strength, and vivacity, rendered him a particularly fit subject to encounter the perils incident to his line of life. His unexpected death is a striking proof of the uncertainty of human existence, and how little able we are to judge of what is most likely to prove fatal: for, amazing it is to reflect, that, although this brave young man was in the ranks of death, in the dreadful but glorious battle of Trafalgar, in which his ship, the Bellisle, was a perfect wreck, from its noble exertion; and whilst he was supporting, covered with blood, some poor wounded fellows who died in his arms, he was then preserved; but at length, not long since, lost his valuable life, by an act of duty to his country, in chasing an enemy's vessel in the Channel, off Portland. His ardent brave spirit induced him to pursue her in the ship's boat, with a midshipman and four seamen; and they were very near boarding the enemy, though greatly superior in number, when the boat upset, and was instantly buried in the waves.

The fatal spot in which this unfortunate young man perished, was what is called the Race, off Portland, where the Haleswell, and many hundreds of brave men have met with a watery grave. In the present case, there is something peculiarly distressing in the fate of a young man, cut off in the very prime of life; and who, from his own good conduct, and flattering hopes of success, had every prospect of being an honour to his king and country.

A sincerely afflicted friend finds a momentary consolation in this humble tribute of affection to the memory of one who must be for ever dear.

MR. EDITOR,

AS the introduction of lemon-juice into the royal navy has been productive of unparalleled advantages, by preserving the health and lives of our brave and invaluable seamen (as every officer and person connected with that service can testify), I trust it may not be unacceptable to your numerous readers to be informed, to whom its introduction and general use may be attributed; and I am at a loss to devise a mode of communicating this circumstance more clearly, than by request-

ing the favour of you to insert the following extract of a letter addressed, on the 2d of November, 1805, by Dr. Harness, senior commissioner of sick and wounded seamen, to the Right Hon. Lord Barham, then first lord of the Admiralty, on the subject of consolidating the service of the Sick and Wounded Office with that of the Transport Board :—

" I cannot but consider it a duty which I owe to your lordship, to point out some of the important advantages which the service has derived since the establishment of a Naval Medical Board, as well in the prevention as in the remedying diseases incident to seamen, by its being duly enforced on the minds of professional men, the necessity of a strict attention to cleanliness, ventilation, clothing, and the absolute necessity of keeping the ship clean by other means than frequent wetting—a process so much had recourse to at the period of my embarking in the navy in December, 1776, that our ships were ever burthened wit numerous sick, labouring under all the various diseases produced by cold and moisture, and which, I am persuaded, terminated in innumerable cases of dreadful scurvy, of which disorder many hundreds at that, and subsequent periods, were annually lost to the navy. Among the many advantages derived to the service, by a constant and regular endeavour to prevent and mitigate the diseases common to a sea life, the discovery of the use of lemon-juice does not rank last on the list. I hope your lordship will allow me to relate the circumstance which led to the use of this specific against the sea scurvy, without exciting any impression on your lordship's mind of my entertaining the most distant idea of assuming merit not due to myself."

" During the blockade of Toulon in the summer of 1793, many of the ships' companies were afflicted with symptoms of scurvy; and as the object Lord Hood (then commander in chief in the Mediterranean) had in view, would not allow of the ships, whose companies were so afflicted, to be detached into port, to obtain the necessary refreshment, I was induced to propose to his lordship the sending a vessel into port for the express purpose of obtaining lemons for the use of the fleet; with which his lordship most cheerfully complied; and the good effects of its use were so evident to every commander employed on the station, that an order was soon obtained from the commander in chief, that no ship under his lordship's command should leave port without being previously furnished with an ample supply of lemons. And to

this circumstance becoming generally known may the use of lemon juice, the effectual means of subduing scurvy, while at sea, be traced: nor must the many important advantages resulting from the use of lemon-juice rest here, as it is evident its administration as a preventive, with its prescribed concomitants, cleanliness, ventilation, &c. which are constantly impressed on the minds of the surgeons by the medical members of the Sick and Wounded Board, and most assiduously enforced by the executive officers of the navy, have been the means of preserving the health of our fleets to an unparalleled degree; as may be evinced by comparing the numbers of sick sent to our hospitals and sick quarters, and the proportion of deaths formerly, and during the late and present war."

Subsequently to Dr. Harness writing the above to Lord Barham, the weekly returns transmitted from the office of sick and wounded seamen to the lords commissioners of the Admiralty, have been strictly examined; and by them it appears, previous to the general introduction of lemon-juice, that *one* seaman and marine in *four* of the number annually voted for the service of the navy, were sent sick, either to hospitals, hospital-ships, or sick quarters, on the home stations alone; whereas, since the general introduction of lemon-juice, the numbers received do not exceed *one* in *ten*. And a further compensation for the expence incurred by the general supply of lemon-juice, may be reckoned the incalculable advantages resulting to the kingdom from a *completely effective navy*; the ships' companies being now enabled to continue at sea an unlimited time, whereas, previously to its introduction, a few weeks only necessarily put a period to their cruises.

I am, Sir, yours, &c.

A CONSTANT READER.

P.S. Lord Hood (who has ever been alive to adopt every rational means prescribed to prevent the occurrence of disease in the fleets under his lordship's command) was also the first officer who occasioned the fleets to be supplied with bullocks and vegetables during their service in blockades; a measure which is continued at this day.

CAPTAIN MALCOLM COWAN, R.N.

IN our fifteenth volume* we made a few extracts from a pamphlet published by Captain Cowan, respecting a very ingenious invention by that officer for the *construction of sails of ships and vessels,* since which period, we have been given to understand, they are adopted in the navy, and *partially* so in the merchant service.

We have been favoured with the perusal of many testimonials in favour of this patent invention, and with much pleasure lay before our readers the following authentic documents relating to Captain Malcolm Cowan's improvements on the sails of ships and vessels.

Extract of a Letter from Captain Yeo, when first Lieutenant of his Majesty's ship la Loire.

"*His Majesty's ship la Loire, Plymouth, June* 18, 1805.

"The day after we sailed we bent your new main-sail, and during our cruise we had frequent opportunities of trying the reef, which the officers and myself could not too much admire. Such an excellent invention, ere long, I have no doubt, will be generally adopted.

"To the merchant service it is of the greatest consequence, for it is so plain a thing, that the utility of it must strike every person who has ever been at sea.

To Captain M. Cowan. "JAMES LUCAS YEO."

Extract of a Letter from Captain Fellowes, of his Majesty's ship Apollo.

"*His Majesty's ship Apollo, Spithead, Oct.* 30, 1805.

"To the mode of reefing the courses by the foot I am happy to give you my decided approbation, as you are enabled to reef a course without losing the effect of the sail, it requires but a very few men to take in the reef, it is done in a shorter time than could possibly be expected, and I hope it may be adopted generally throughout the service.

To Captain M. Cowan. "E. FELLOWES."

---

* Page 331.

Extract of a Letter from Captain Ponler, of the Queen West Indiaman, to the Owner.

"*Barbadoes, March* 29, 1806.

"With respect to my patent fore-sail, I had it bent during the bad weather at our first sailing, and it certainly answers every purpose that the patentee intended it; for at different times during the bad weather, I sent the watch forward to reef the fore-sail, which could be done in three or four minutes, without starting tack or sheet.

To Lawrence Bruce, Esq. Jamaica Coffee-House, London. "JOHN PONLER."

Extract of a Letter from Captain A. Shippard.

"SIR, "*London, May* 28, 1806.

"Having tried your course in his Majesty's sloop Surinam under my command during the winter, when we had almost incessant gales of wind, and in the Bay of Biscay, when it became necessary to reef without otherwise shortening sail, I beg to assure you that we found it answer every end you propose, and I have no doubt, when better known, it will be generally adopted.

To Captain M. Cowan. "ALEX. SHIPPARD."

Copy of a Certificate.

London, May 29, 1806.

"I hereby certify that his Majesty's sloop Nautilus, late under my command, was supplied with a set of the courses on the plan of Captain Malcolm Cowan, and that having tried them in bad weather, I much approve of them for many superior advantages over the old sails, and consider it an invention of extraordinary benefit to the sea service in general, particularly to merchant vessels, as tending immediately to their preservation on a lee shore.

"They can be reefed while set on the ship, without lessening any other part of the effect of the sails, and in a simple manner by few hands, and the reef let out again with great expedition in the worst weather.

"They are also less liable to split in taking in or setting.

"JOHN SYKES."

N. B. These sails met general approbation on board the Nautilus.

Extract of a Letter from Captain J. Stuart, R.N.

"*London, July* 10, 1806.

"Being first lieutenant of his Majesty's ship Minotaur, I had frequent opportunities of trying your new main-sail, that reefs at the foot, which answers beyond expectation, having repeatedly taken in the reef, and let it out, three or four times a day, which was done in a few minutes, without taking the sail off the ship. But it was particularly of service to us, after the action off Trafalgar, while carrying sail off the lee shore, and here we found the greatest benefit, in being able to take the reef in during the heavy squalls, and let it out again so expeditiously when it moderated.

To Captain M. Cowan. "J. STUART."

Extract of a Letter from Mr. E. Harper, Ship Owner.

Batson's Coffee-House, October 20, 1806.

"It gives me great satisfaction to inform you, that I have received a very favourable account of the great advantages of your valuable sails from the master of the ship Cognac packet, belonging to Hull, who has had one of them in constant wear for these twelve months. It is my intention to adopt them in every ship I may be concerned in.

"I have heard that Captain Hornby, of the Birna, of Grimsby, tried your sails in a voyage to Greenland, and speaks very highly of them, and recommends them strongly.

To Captain M. Cowan, R.N. "E. HARPER."

Extract of a Letter from Captain Hornby, of the Birna, of Grimsby, to Mr. W. Gibson, Sail-maker, of Hull.

December 1, 1806.

"I approve of Captain Cowan's sails very much: the experience I had of them during our voyage to Davis's Straits, convinced me they answered every purpose set forth in the directions, and as long as I am enabled, I shall not go to sea without them.

"I am well aware there are men in most professions wedded to old customs and opinions, and vain would it be to attempt to point out to them their utility; but to me the satisfaction I experienced in reefing courses without starting tack or sheet, or shaking the sail, will never be effaced from my memory: and let those seamen who were never on a lee shore, or in a narrow passage, in a ship

badly manned, in a gale of wind, reflect that they are still liable to such cases, and then disapprove of it if they can.

"These sails do not shake in hauling up to reef, therefore must last longer.

"FRANCIS HORNBY."

Copy of a Certificate.

"*Liverpool, December* 27, 1806.

"This is to certify, that the Lark, Dublin packet, of Liverpool, has had a patent fore-sail, and main-stay-sail, made with the cloths and seams horizontal, which, after trying in very hard gales of wind, I found to answer as follows.

"The sails are stronger, stand nearer the wind, and can be reefed with great ease and expedition, without starting tack or sheet.

HUGH WILLIAMS,
Master of the Lark Packet.

"N. B. Sails made with the cloths horizontal, will be stronger across, in which direction they bear the greatest strain. For example, when a ship is carrying sail in a gale of wind, close hauled, it is evident that the sail bears a greater strain across, than it does up and down.

"The common sails are made with the greatest strength where it is least wanted."

PLATE CCXLIV.

THE accompanying view of Havannah is engraved by Bennet, from a drawing with which we have been favoured by N. Pocock, Esq.

Mr. Malham, in his Naval Gazetteer, has given the following account of it:—

Havannah is a city and port at the north-west part of the large island of Cuba, in the West Indies, at the opening into the great Gulf of Mexico. It is 64 leagues almost directly south from Cape Florida, and is so situated as to command the navigation of the gulf of that name. It was originally called the Port of Carennas. This city is situated in lat. 23° 12′ N. and long. 82° 18′ W. on the west side of the harbour, and is surrounded on all sides by two branches of the River Lagida; and one part of the island is under

Pocock del.

Bennett sculp.

Published Nov. 30, 1807, by J. Gold, 103, Shoe Lane, Fleet Street London.

Havannah in the Island of Cuba.

its jurisdiction, as the other is under that of St. Jago. The port is perhaps one of the finest in the universe, and is so capacious, that a thousand sail of ships may ride there commodiously, without either cable or anchor, in which is generally about six fathoms water. The entrance is by a channel of about half a mile in length, but pretty narrow, and of difficult access to an enemy. Three men of war have been sunk in it to render it still more difficult, since the year 1762, when it was reduced by the English, but restored in 1763. The Moro castle on the east side of the channel, and Punta fort on the west side, command the entrance; and there is also a watch-tower between the city and the sea, where a man sits in a round lantern at the top, and announces the approach of any number of ships by flags. This port is the place of rendezvous for all ships from distant coasts, particularly those from Porto Bello and Vera Cruz, which return to Spain from the Indies; and there are sometimes fifty or sixty sail here at once. The fleet usually sails from hence in the month of September, through the channel of Bahama, and has seldom less than thirty millions of pieces of eight on board, which are equal to six millions and three quarters of English money.

This port is 18 leagues from Cape de Sed, a promontory so called on the north side of the island; but the heat here is extreme, and the nights are more intolerable than the days. It is also about 50 leagues from Cape St. Antonio, the most westerly point of the island.

To go into this harbour, if a ship keeps in mid-channel, so as to avoid a small shoal that lies off from each point of the entrance, there can be no danger; and after a ship is in, unless she runs on shore for mischief at the very time of high water, there is no fear of her floating off without damage, as the whole is a soft ooze.

PHILOSOPHICAL PAPERS.

Extracts from a Book entitled, "Naval Speculations and Maritime Politics; being a modest and brief Discourse on the Royal Navy of England, and of its Economy and Government." By HENRY MAYDMAN. 1691.

[Continued from page 316.]

NINTHLY; The officers of the ordinary are, a purser, a boatswain, a gunner, a carpenter, and a cook, of each ship, with servants according as the rate of the ship will bear.

The boatswain is ordered by the master-attendant to come where he has ordered a jack to be hoisted on the ensign-staff, and there to work the servants and extraordinary men, till about two o'clock, except the emergencies be the greater, and after the work to repair on board their respective ships, and to clean them as is needful.

The carpenter to go with his servant to work on float, where the master-builder or assistant shall direct, in such like order as the boatswain.

The purser and gunner, in their turns, look to the ships all the day time, and in the night take their watches in their turns, with either boatswain or carpenter.

The purser takes care for victualling them every month, from the shore; and carries the warrants signed by the checque and master-attendant, after every monthly muster made by the clerk of the checque, in the presence of the commissioner; and takes notice of every absence by discharge, death, or runaway: and so the checque grounds his warrants for the ensuing month's victuals, which the purser, when effected, signs to the victualler, and he provides them beer, firing, candles, and necessaries, viz. canns, platters, &c. and accounts with the victualler for the provisions, and the necessary money which is allowed, viz. one shilling per man per month.

The gunner goes in guard boat, in his turn with the other gunners, one every night in summer, and two in the winter, to row and drive up and down the harbour in guard boats, kept on purpose, and men detached from the ships, as the commissioner directs, or committed to some captain riding there. They are to serve as espials, or watches on float, to take notice what boats pass, and to examine what they do abroad after the watch is set; which is by a gun fired, about the twilight, by the said captain directed for the oversight of the watch in the harbour. The said boat is to go about the ships, and take notice if there be a watch kept on board, and one walking upon the deck all night; and where they find any neglect, or any disorder, by keeping of fire or candle light all the night, or drunkenness, to hail them; and, if not answered, to put on board, and inform themselves of the disorder: they also are to see what boats pass untimely, if purloining of stores, stealing of customs, &c. of all which behaviours he is to acquaint the said captain, and he the commissioner, if worth the taking notice of; and sometimes the commissioner visits them in the night for the same purpose; and oftener the checque, to observe their attendance.

And here I call to remembrance, for some time since, the rigid

and strict hands carried over these poor people, by a colourable pretence of vigilance in the king's business, and exacted constant duty from them, both by day and night, glorying in the act of catching any one on shore, to visit his family; and suspending many, to their great impoverishment, to solicit their restoration, contrary to every officer's instructions, as their duty given them from the Navy Board; of which I will say more when I come to sea. But I apprehend these proceedings tended not to the service of the king; for two officers on board in the night, and one in the day, is as much as can in any wise be needful, considering the hardships men are put to: but when come home, and near their own doors, from the fatigue of the seas and wars, and not to be suffered to converse with their wives and families, but even as an adulterer steals to an harlot; which severities acted by them, exceed the inhumanity of the Ægyptian task-masters, being beside and beyond the officers' instructions signed by them, a preposterous proceeding, where good method and order is required: but it served the trick of their design, to put a mask before their superiors' eyes, when they came before them to acquaint them of the needful, made this their cardinal care, to exact a both needless, inhuman, and undue duty, to the great discomfort and undoing of many poor, needy, but good officers; insomuch that many died with grief and colds, and divers lived miserable with sickness and poverty; and sometimes an act of grace was passed: but all this, I reckon, sprang from the same root as the designs were practised for; one time fiercely to vex and disturb the dissenters, and then to promulgate liberty by grace; and all the while to bring an odium on the church: so this to unhinge and disorder the well settled government and tranquillity of the navy; the which being disjointed, it would, nay must, have expected to have fallen into the hands, and under the sole management, of a few; who, beside their policy in twisting designs to enrich themselves, knew as little of the true government of the affairs of the navy, as they intended it should serve for the safety, honour, and welfare of the nation. And so will leave these miserable poor officers, wishing themselves dead, or some way delivered from their captivity by a voyage to sea, where perhaps they might meet with a discharge from all by death; life being become miserable, and death more desirable to them; and so cursing their fates to be bred up to an employment that hath in their mature years failed to obtain for them, in a reasonable degree, sustenance for themselves and families they have contracted about them; their fates falling so heavy upon them, by the machinations

and devices of designing men, finding the junto suitable both in the principals and adherents, to alter and misgovern such an affair, and ruin them, together with the loss of the glory, honour, and safety of the nation, and to the acquirement of honour and riches to the designing prosecutors, or rather persecutors.

Of the Seminary for Breeding and Maintaining of Seamen.

1. *The Chest.*
2. *The providing for the poor male Children of the Nation.*
3. *The Encouragement of Fishing.*
4. *Merchants' Employments.*

The Navy, as I have said before, by which we must gain, and maintain our ancient rights of the dominion of the narrow seas, &c. will require a settled policy, as for the government thereof; so also for the breeding and maintaining of mariners and maritime people, such a policy as shall produce a sufficient number of the product of the people of the nation, by a kind of willing constraint, to addict themselves to maritime lives; I say, sufficient for the increase of our power at sea, and to supply the places at all times of those that the wars and accidents thereof shall from time to time consume.

First, The Chest, being an old provision or policy devised and enacted in the reign of Queen Elizabeth, whose memory may never be forgotten in this land, not only for settling and confirming the Protestant religion, but by putting the nation into such a posture of military defence both by sea and land; by building of ships, docks, forts, castles, &c. and providing of artillery and munitions for war, that this land hath not only defended themselves against the shocks of war, made by most of the potent princes upon it abroad; notwithstanding the often rebellions in Ireland, and jars in Scotland, near two third parts of the now British dominions giving her continual divisions at home; yet by the Divine assistance, with good counsellors, public and heroic spirited, just, and wise leaders and commanders, and a consentaneous agreeable disposition in all her subjects together, for the end desired, viz. to maintain their sovereign, religion, and laws from being conquered or imposed upon by any or all the princes of Europe; notwithstanding they were destitute of allies to assist them; but on the co trary, gave often assistance and succours to the Dutch and French Protestants: I say, notwithstanding all these great rubs, she defended this island, not only from any great

exploits done on her, but scoured the seas, and carried the war into her enemies' countries, to her eternal fame, and their no less shame; the particulars of which are easily gathered out of the histories of her life, and monuments of her, as castles, forts, ships, artillery, and military provisions remaining with us, to this day, will witness, the memory of whom, and the actions of whose days, I cannot let pass without mentioning, viz. the nation was fresh bleeding of the wounds given it by its most cruel and bloody enemies; besides which wounds, it was inwardly sick of malcontents; and the extreme parts, viz. Ireland and Scotland, so gangrened, that it had been more happy for her they had not been; at which time, I say, God gave them a sovereign that, with his divine assistance, &c. bound up their wounds, and healed their sickness in church and state; in comparison of which time and opportunity, I think it very proper to bring in our sovereigns, yet, I hope, not from a temper of an ill-boding prophet, to forewarn us to prepare for some long time of maritime contentions, believing, that before the seas will be again settled in peace, there may be many hard tugs, but between what nations I guess not. But, I say, that both the Dane and Swede are arming to put in their sickles for a harvest, beside Dutch, French, Spaniard, and Portuguese. As in a brawl, a riot, or breach of the peace, whosoever pretends to preserve the peace of that place, or would preserve himself, and have a rule and dominion there, he ought to be of greater strength than the rioters, or else he were better to hold his peace, and keep farther off, lest the said rioters shall do, as I have known, in divers frays, many have joined upon one, whose design was only to part them; wherefore, I say, we pretending a right and dominion in the narrow seas, and being, by God Almighty, so advantageously seated, as if he intended our island to be the husband of these northern and western seas, from the Baltic to Cape Finisterre, and by a proper dominion and right to be married to her every year, more than the Venetian has to be married to the Gulf of Venice, and those seas, as they are in solemn manner; the which mistress, if we neglect to pay our due visits, and suffer her to be caressed or evil entreated by others, we may lose her affection, and ever after may court her in vain for a smile, to our eternal loss and shame, and not to be too sparing of our monies in treating her, like the Constantinopolitans, when the Turk besieged it; the emperor went about praying them to spare him money to pay his soldiers to defend it, who excusèd themselves that they had it not; but when the Turk took it, he found enough to pay his men therewith.

It is high time now to return to the Chest, settled in the said queen's reign: which is, that every warrant officer and seaman, in the service, has deducted out of his pay six pence per month, by the paymaster of the navy, who pays the same to so many, viz. pursers, boatswains, and gunners (of the first rates commonly), in all, I think, five, who are new chosen yearly, and are called governors of the Chest, who have their annual meetings, to adjust their accounts with their receiver or clerk, and to appoint the gratuities they allow for smart-money, what they shall think good to allow a man either at that instant, and an annual pension during life, or according to his wound, or loss, only to give him a sum and no pension; I say, that present money is called smart-money, and the other a pension. Now they are a corporation by act of parliament, with power to buy or sell land, &c. They have also a supervisor, who is most commonly a commissioner of the navy: and moreover, the lord high admiral, or commissioners of the Admiralty, hath a superceding power over them; an excellent policy; for if a man loses a limb, he receives six pounds thirteen shillings and four pence yearly, for his life, and one year at entrance for smart-money. The whole man, that hath paid his six pences all his life, and never received any, may bless God that he never came under that circumstance; and he that does, may also bless God for raising the said queen's heart to make that provision for him to support his needs. I have not a mind to find fault with the management, nor have I heard much cause for it; but I do not admire the giving of salaries to chirurgeons abroad, to certify, &c. whereas the parties aggrieved would find of the officers that are witnesses of the chance, enough to let them know the truth thereof, and not persons interested in their cure a-shore, and never saw the mischance. I will say no more but thus, that the best constituted policies that ever yet were in the world, nay, go so high as God's church, they are human, and servants, or rather subjects, to time which corrupts and rusts the most durable things; and therefore, for its perpetuation, it must undergo some time of cleansing away the corruptions, after which it may re-assume its pristine vigour and beauty. So, I say, if the navy may undergo a cleansing and scouring, so may this also, viz. of the right channels in the first act and institution thereof, and pare off all evil, by orders, or by constitutions crept in as by allowances of wages, and salaries to receivers, pay-masters, clerks, chirurgeons, &c. sale of lands and rents, and make due elections, and also for due accounting with the pay-master; although I accuse not, yet it is not to be doubted that corruptions have not failed to be here also;

and therefore I do heartily recommend it to the inspection of the supervisors and visitors of the same: and for an increase of the revenue, that whereas, of late years, the ships of small complements seldom have chaplains to supply the place, that those groats are ordered for the Chest: I confess, for some time before, that money was begged of the king, by some navy officers; I think, as odd a sort of a request as gift, to beg the money stopped out of men's pay, to enrich them; but now it goes to the Chest to relieve the limbless and maimed sailor, from whom it is taken.

I say no more, but that if the ships, which are fitted out only for the Channel, had no chaplains put on board them, save some in the flags, and only the allowance of the chaplain's eighteen shillings per month, be given to one whom the captain or majority of officers shall choose to read prayers, and do the offices for the dead, the said eighteen shillings per month, added to his other pay, would be a sufficient recompense for the same; but any that go out of the Channel should have chaplains, and they able, as I said before. But in the Channel there are the greatest ships, and most money given away, and for the least purpose; for very seldom have they opportunities for other than prayers, and that rarely, for they are either coming in, or going out, heaving, working, or coming to anchor, or bad weather in the Channel; so that, I say, the use of such missions serves to a very little purpose, viz. to instruct men to a godly life; for the prayers I spake before of would amount to as much, and many poor maimed men be relieved with the same, the which is no small sums in the great ships which are in the Channel; but when ships go on a foreign voyage, they should never go without able men.

Secondly, To provide for the poor male children of the nation, that is, a great part of the product of the people of the nation are poor people, who are not able to provide for the fruit of their own bodies; so that, in the reign of the said good Queen Elizabeth, was devised and enacted a law for an equal tax to be raised from all estates, personal and real, for the relief of the poor; and therein prescribed a method to keep the poor on work, to avoid their being idle and useless to the state, that they might not live in idleness and looseness at the charge of their neighbours, which part of the law took so little effect, that no workhouses were used, out of a general pity to the poor, which made that defect; so that of that act only one part took effect, viz. the poor were provided for in their wants, which fell upon them by converting the lands of the monasticks, and the recluses, into lay possessions, on which depended great numbers of people, poor and idle; but for that

part which was to provide for their idleness, that they might not live useless and burthensome members of the state, took, I say, no effect; but that they, and their children also, bred up in the same idle life, are generally heirs of their parents poverties, by which they are constant sharers of their neighbours' estates and labours, and are of no more use to the state than by their generally fruitful procreations, and serve to people the nation, of which there is great want, considering the situation, product, and manufacture thereof, sufficient to afford maintenance and employment for five times the number; and especially upon the seas to employ five times the number, which would employ and maintain ten times the number on the land.

Now that there might be a kind of willing constraint (if I may say so) on the people, to addict themselves to maritime lives, which might produce the effect of producing seamen, and increasing our maritime strength: if there were a law enacted, that every poor boy of a parent, that receives alms from the parish, shall, at the age of fourteen years, be brought to the sheriff of every county, with an indenture made by a justice of peace, and bound to the king until he comes to the age of twenty-four years, as the former law directs; which sheriff shall cause a pass to be made, and convey them from parish to parish, at the country's charges, to London, to a general hospital, viz. at Greenwich, the great new house that stands void there, it might soon be fitted into an excellent general hospital; where should be officers appointed to keep them, viz. a superannuated captain, to command the house; a purser, to victual them, with petty warrants from the Victualling Office; a boatswain, gunner, and carpenter, all superannuated officers, each to take a squadron of them under their care, to go with them, and employ them in the yard at Deptford, to serve the caulkers, and such work as boys may do; and to have junk to the house, and pick oakum there, and dry it ready for all the yards; and some of them, that are fit to be taught there, to write and read, and learn navigation; to be divided, and ordered into squadrons by the said captain, and lodged in beds and hammocks, as if on board; and, also, at every one of the king's yards let there be a proportionable hospital provided to keep a convenient number of them, to be sent from the general hospital from time to time, as they shall dispose of them, viz. all the king's officers warranted, that have servants allowed them, if there be servants in these hospitals, should take of them, to be turned over with their indentures, and bound to them by the commissioner of the place, who shall serve them in the full of their indenture made to the king;

also at the general hospital should be a commissioner of the navy, whose particular station shall be to oversee the same, and by his clerk enter all the names in a general entry book, and dispose them to their places, yards, &c. keeping a fair ledger of their names, places, whence, time, whither disposed, and when; and also at their matriculation, or entrance, cause on one of their arms to be made a mark in the skin, with powder, that may never be gotten out, viz. a K, or what other letter may be thought good, to signify whose servants they are, in case they should desert their service; that it should be a damage sufficient to any one that entertains them, to deter them from it.

[To be continued.]

CORRECT RELATION OF SHIPWRECKS.

No. XXI.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

NARRATIVE OF THE VOYAGE AND LOSS OF THE DUKE WILLIAM, TRANSPORT,

WHICH FOUNDERED AT SEA, WITH UPWARDS OF THREE HUNDRED FRENCH PRISONERS ON BOARD, IN THE YEAR 1758; AND OF THE ESCAPE OF HER CREW, IN OPEN BOATS.

Now first published,

From the original Manuscript of Captain Nicholls, her Commander.

[Concluded from page 311.]

JUST as they had joined us, the people from the fore-top-mast cried out, a sail! a sail! I thought it better to let the ship lie to, as, by seeing the main-mast gone, they might be certain that we were in distress. It was hazy weather, and we could see no great distance from us; but the ship was soon near enough to see and hear our guns. Just after he had hoisted his colours (which were Danish) his main-top-sail sheet gave way; which when I saw, I thought he was going to clew his main-top-sail up, to pend him, and come to our assistance, which good news I imme-

diately communicated to the priest, &c. Poor mistaken people! they hugged me in their arms, calling me their friend and preserver; but, alas! it was but a short liv'd joy; for, as soon as he had knotted or spliced his top-sail-sheet, he sheeted it home and hauled from us. What pen is able to describe the despair which then reigned among us! The poor unhappy people, wringing their hands, cried out that God had forsaken them! This was about three in the afternoon. I then wore the ship, which she bore very well, and steered tolerably before the wind.

About half an hour after, the old gentleman came to me, crying; he took me in his arms, and said he came with the voice of the whole people, to desire that I and my men would endeavour to save our lives, in our boats; and as they could not carry them, they would on no consideration be the means of drowning us. They were well convinced, by all our behaviour, that we had done every thing in our power for their preservation, but that God Almighty had ordained them to be drowned, and they hoped that we should be able to get safe ashore. I must acknowledge that such gratitude, for having done only our duty, in endeavouring to save their lives as well as our own, astonished me. I replied that there were no hopes of life, and, as we had all embarked in the same unhappy voyage, we would all take the same chance. I thought we ought to share the same fate. He said that should not be; and if I did not acquaint my people with their offer, I should have their lives to answer for. Accordingly I mentioned it to Captain Moore and the people. They said they would with the greatest satisfaction stay, could any thing be thought of for their preservation; but as there could not, they would not refuse to comply with their request. Thanking them for their great kindness, with tears in all their eyes, they parted from them, and hastened down the stern ladder. As the boats ranged up by the sea, under the ship's counter, those that went last hove themselves down, and were caught by them in the boat. I told them I trusted to their honour in not leaving me, as I was determined not to quit the ship till it was dark, hoping that Providence would yet send some one to our assistance. They all assured me that they would not leave me.

I had a little norse boy on board, whom no entreaties could prevail on to go into the boat till I did. It growing dark, I insisted upon his going, saying I would follow him immediately. He got on to the stern ladder, when a Frenchman, whom the fears of death had induced to quit his wife and children unperceived by any, got over the taffrel, and, treading upon the norse boy's

fingers, made him shriek out. Imagining somebody was in danger, I went off to see what was the matter, the old gentleman following me; when, to our surprise, we found it to be a man, whose wife and children were then on board, endeavouring to get away to save himself, regardless of them. The old gentleman, calling him by his name, said he was very sorry to find him base enough to desert his family. He seemed ashamed of what he had done, and came over the taffrel again. The people in the boat now begged of me to come in, as the blows which she took under the ship's counter were likely to sink her.

Seeing the priest laying his arms over the rails in great emotion, and with all the appearance of the fears of death, I asked him whether he was willing to take his chance with me. He replied yes, if there was room. I said there was, and he immediately went and gave the people his benediction; and after saluting the old gentleman, he tucked up his canonical robes, and went into the boat. I likewise saluted him and several others, and then left them praying for our safety.

As soon as I was in the boat, I bade the sailors cast her adrift. It was very dark, neither moon nor stars to direct us. What a terrible situation! we were twenty-seven in the long boat, and nine in the cutter, without victuals or drink, uncertain how far we were from the English coast: we agreed to keep as close to the ship as it was possible to do. It came on to blow very fresh, with sleet and snow. The people were fatigued to death, and in a most dreadful condition, with working so long at the pumps. After sitting in the wet and cold, they began to wish that they had staid in the ship and perished, as now they might die a lingering death. Either alternative was dreadful. With no provision, it was most probable that one must die by lot, to keep the others alive. Our dismal situation roused horrid ideas, and we foreboded the worst that could happen.

Our boats now began to make water, notwithstanding which our men refused to bail them, so weary were they, and, not having slept for four nights, they grew careless what became of them. I prevailed on them, however, to heave the water out of the long-boat.

Having a brisk gale, we had run a great way from the time we left the unfortunate ship; when, to our extreme grief, at 10 A.M. it fell calm. This threw the people into despair. Their courage began to fail them, as, now that they could not expect to live to make the land, death seemed staring them in the face. I observed that the water was coloured; and, asking for twine, one of the

men answered he had a ball in his pocket. We then knocked out the bolts of the knees of the long-boat, to make a deep sea lead with, and, when sounded, to our great joy we found but 45 fathom water. The people began to complain of great hunger and thirst. I said I was sorry to acquaint them that we had nothing to eat or drink; but they must bear up with manly resolution, as, by our soundings, we were near Scilly, and I did not doubt but if it cleared up we should see the land.

The little norse boy (who always kept close to me) now told me that he had got some bread. I asked him where it was. He said, in the bosom of his shirt; but, when he came to take it out, it was like baker's dough: however, it was bread, and very acceptable—I believe it was about four pounds: I put it into my hat and distributed it equally, calling the yawl to have their share. This, instead of being a relief, increased our troubles, it being so very wet and clammy that it hung to the roofs of our mouths, by having nothing to wash it down. Mr. Fox had some allspice, which was of very little service. One of the sailors having a pewter spoon, we cut it in junks, and, by forcing them down our throats, created a saliva, and by that means we swallowed it.

About noon there sprung up a light air at S.W. As I observed before, each boat had a fore-mast, fore-sail, and oars; but, by the boats being foul of the main-mast, &c. the oars were all washed out, except two in each boat. Hearing a noise among the crew, I asked the reason; when I was informed that two sailors were disputing about a couple of blankets which one of them had brought from the ship. I ordered them to throw them both overboard, rather than suffer them to breed any quarrels; as, in our unhappy situation, it was no time to have disputes. On recollection, I desired that the blankets might be brought to me, as I would convert them to a purpose that might be serviceable to us. On asking for a needle and twine, which I was presently furnished with, I told the men that I designed to make a main-sail of them, requesting the mate to take the remainder of the painter and unlay it; as, it being a three-strand rope, it would make us shrouds and a stay. We erected one oar for a main-mast, and the other we broke to the breadth of the blankets, and made a yard of. The people in the cutter seeing what we had done, and having a hammock with them, made a main-sail of that.

At 4 P.M. it cleared up, and we perceived a brig about two miles from us. I then ordered the cutter to give chase, and let them know our distress, as, being lighter than us, we flattered ourselves that she would soon overtake them. The brig, seeing

us alter our course, stood from us directly. I suppose, from our making so odd an appearance, it being war time, she took us for one of the lugg sail boats which the French privateers use to frequent the lands off Scilly with. The cutter, however, gained on the brig very fast; but, to our great mortification, by the time that we supposed her midway, it came on a very thick fog. There was no remedy but the old one, patience. It continued thick, and we saw neither the brig nor the cutter any more.

Night coming on, and it still being very foggy, the people, almost dead for want of sleep, reposed themselves, setting half way in water, it being impossible that so many could find seats. I, anxious for the people's lives and my own, endeavoured to keep my eyes open, though it was the fifth night that I had taken no rest. About eleven at night it cleared up. I thought I saw land. Every body was asleep but the man at the helm and myself. I was determined not to call out land till I should be sure that it was so. I squeezed my eyelids together, to let the water run out of my eyes, as I found them very dim, though could not suppose them so weak as they really were. Again I thought I saw land very plain: I could not be deceived. By this time the man at the helm had dropped asleep, and I took the tiller. I continued some time longer before I would disturb any body: at last I awoke Captain Moore, and told him I thought I saw land. He, poor gentleman, only answered that we should never see land more, and dropped asleep again. I then awoke Mr. Fox, who had had a good sleep, and seemed quite refreshed. He immediately cried out that we were near land, and close in with the breakers. Lucky was it that I had awakened him, or I verily believe that we should all have perished by running on them, I being quite unacquainted with them. At the word, Land! every one awoke, and, with some difficulty, cleared the rocks. At first we could not distinguish what part of the English coast it was; but, clearing more and more every moment, I looked under the lee leche of the blanket main-sail, and discerned St. Michael's Mount, in Mount's Bay. The boat would not fetch the land near Penzance; and, as we had no oars, it was determined not to endeavour to run round the Lizard, and so for Falmouth; but, wherever she would chance to fetch, to run her boldly on shore. It was a fine night; and, after we got round the point, we found the water very smooth. We kept the boat close to the wind, and fetched between Penzance and the Mount. The joy in finding ourselves in such a happy condition is not to be described: it gave us new life and strength. The people forward called out that there were two rocks a-head.

I jumped forward, and, my sight being bravely come to me, I carried the boat between them without touching ground. In a little time after she ran ashore on a sandy beach.

The sailors immediately jumped into the water, and carried me and the priest ashore. He, poor man, knelt down and said a short prayer, and then came and embraced me, calling me his preserver, and saying I had rescued him from death. We left the boat as she was, making the best of our way to the town of Penzance. Some of the people, with sleeping, as I may say, in the water, being wet from head to foot, found themselves so benumbed that they with difficulty got along. I can with truth declare, that, from the time when the misfortune befell us of springing a leak, to that hour, I had no sleep, and very little sustenance.

On our road, as we marched to Penzance, we fell in with a run of fresh water, which we drank heartily of, and it seemed to revive us greatly. We got into town about three o'clock in the morning; and, seeing a light in a tavern, made up to it. Having been market day, the people of the inn were not all gone to bed, though the mistress of the house was the only person up. She was unlacing her stays, with her back to the fire (which was the light I had seen) when I entered the house. The door was neither bolted nor locked. On her perceiving us, she was terribly frightened, and shrieked out murder! thieves! Twenty-seven people coming in at such an unseasonable hour, and making such a shocking appearance, I confess was enough to alarm any body. I endeavoured to pacify her, and begged that she would call her husband (if she had one) down, or her servants, to get us some refreshment, as we were ship-broken men, and in great want of it. I saw a man now and then open a chamber, or more properly a staircase door, and shut it again. It was the master of the inn; and seeing we did not attempt to frighten his wife, he at last ventured down. I acquainted him with our distressed condition, upon which he called his servants, who soon got for us what provision the house afforded. After drying and refreshing ourselves, as many as could find beds went to them, and the rest slept on the floor by the fireside.

We slept till pretty late in the morning, when I went with the priest to the mayor of the town, to make a protest before a notary, and to see if I could get credit, for the people, as well as myself, were in want of every necessary, and it was a great many miles to London. He received me very kindly, but told me that he was no merchant; that he never supplied any person in our situation with money; but would, if I pleased, send one of his

servants with me to Mr. Charles Langford's, a merchant, who generally supplied any masters in distress with necessaries. I accepted this offer. Mr. Langford received me politely, and asked me to breakfast with him. I thanked him, and said I would rather breakfast with my people, at the inn. At the same time I humbly requested that he would furnish me with credit, whereby I might buy my people what they stood in great need of. He told me that he had made a resolution not to supply with credit any man that was an entire stranger, as he had been deceived by one very lately; and though mine must have been a large ship, by the boat which was come on shore, I might not be concerned in her; and as he apprehended that I should want a great deal of money, he begged to be excused. I answered, that I was partly owner of the ship, and he might be certain that his bills would be duly honoured. He said he could not do it.

Most terribly perplexed, I returned to the inn, where there were several tradesmen come to furnish my people with apparel, &c. I told them that I could get no money, and that we must travel on as far as Exeter, where I was sure of having credit. As most of the men wanted shoes, this was very unwelcome news. I desired the master of the inn to get us some breakfast, but he desired to be excused, and wished to know, if I could get no credit, how he was to be paid. I was at a loss how to act. Being denied victuals as well as credit, I bethought myself that I would pawn or sell my ring, watch, buckles, and buttons. Accordingly I went back to Mr. Langford's, and begged that he would give me what he thought proper for the above-mentioned things. I took the ring from my finger, the watch out of my pocket, and was going to take the buckles out of my shoes (with tears in my eyes) when he stopped me, and said I should have credit for as much as I pleased, as he believed me an honest man, and he saw my people's distress touched me if possible more than my own misfortunes. He then gave me what money I required.

While these things were doing, the second mate, and the eight men from the cutter, came to us. They informed me that it was so very thick that they could not come up with the brig; that, when it cleared, they saw the Land's End, and got ashore. They had left the cutter, as nobody would buy her, and had inquired the way to Penzance, where, as they were in great distress, they were happy to meet me.

I went to the inn and discharged what was owing; and, for the unkindness which I experienced, determined to stay there no longer, but went to another house to breakfast. After this I got

what necessaries my people wanted. I then, with my mates and people, went to make a protest. I requested Mr. Langford to send his son (who could speak French) as an interpreter to the French priest, who was to make an affidavit, before a notary, of my behaviour, and that of my people, during the voyage, not choosing to go myself. He accordingly went with the priest, to Mr. George Veal's, notary-public at Penzance, where the priest made a strong and full affidavit, that I and my people had tried every means and method to keep the ship above water; that we had used them (viz. the French) all the time that they were on board, with the greatest kindness and humanity; and that I, the said master, had parted from them with the utmost reluctance, after saluting them; and even at their desire went into the boat, after all hopes of life were gone.

We staid a day longer at Penzance, to refresh the people. After getting what credit I wanted, and providing a carriage for Captain Moore, our officers, and myself, we sat out for Exeter; the people walking, having got a pass of the mayor. We went through a town in Cornwall called Redruth, where there were a great many French officers on their parole, as likewise an English commissary. I went to him with Father Pierre Gerard, and requested that he would give him a pass to go to Falmouth, (as he intended taking a passage in the first cartel going to France) and then took my leave of the priest. We proceeded on to Exeter, where Samuel Killet, Esq. collector of the customs, a worthy friend of mine, then lived. When we came within a mile or two of the town, I desired the people would wait there till I should go to Mr. Killet's, and inquire whether there were any press gang, and a regulating captain there, and to consult with him how to proceed. Accordingly I went alone, and was shewn Mr. Killet's house, which joined to the custom-house. But my heart was too full, to have courage to knock at the door. I walked several times backwards and forwards, to give vent to its great emotions: at last I was observed by a servant, who knew me very well, having lived with the family several years in the capacity of house-keeper. She was sitting at the parlour window, and Mrs. Killet by the fire, when she desired her to come and look, for she was certain that Captain Nicholls was walking before the door in a shabby condition, and she was afraid that some misfortune had happened to his ship. Mrs. Killet ran immediately up to the custom-house (there being a flight of stairs leading from the house) and told Mr. Killet. He would not believe her; but, looking out of the window, was convinced. He then came and opened the door, and

took me in his arms; but we were so affected that neither of us could speak for some time. At last he said, he feared too much that the Duke William was lost, with near four hundred souls. I told him that was too true, but that I had saved all my own sailors, and had left them at a public house near the city, fearful that they might, to end their troubles, be pressed. He informed me that there was a regulating captain, a friend of his, to whom he would speak about getting his gang down to Topsham, which he had no doubt that he would do. I told him my people had behaved with becoming obedience to all my commands, in every difficulty and distress; to which, if I were not able to carry them safe to London, it would add greatly. He went in search of the captain, and returned to tell me, that I might go in the dusk of the evening for my people, while he would muster his gang and go down to Topsham. Mr. Killet provided a house, a good supper, and beds for them, at his own expence. We staid at Exeter two days to refresh the men. When we set out for London, Messrs. Thomas and Turner had been so kind as to get boats on purpose to ferry over the people to the warehouse, where a cold supper was provided. We got to Messrs. Turner's and Thomas's warehouse at 8 o'clock in the evening, all hearty and well, without losing one man.

What was most surprising, when we left the ship, in distress, there was a small jolly boat on board, and just before she went down, four Frenchmen threw her, with two small paddles, overboard, and swam to her. They got into Falmouth within two days. They were no seamen, nor had ever seen the English coast; so that theirs, like ours, was a most miraculous escape. The ship swam till it fell a calm, and as she went down her decks blew up. The noise was like the explosion of a gun, or a loud clap of thunder. The Frenchmen had but just left her, when she was seen no more!

On my arrival at London, being a transport in the government service, I was obliged to go to the Admiralty and Navy Office, to be examined about the loss of the ship and people. The Lords of the Admiralty and Commissioners of the Navy told me, that I might say more than any man living; that they had no occasion for an affidavit, as I had brought ashore with me the first man of France, a priest, of course an enemy to both our religion and country. If my behaviour had not been good, I should never have attempted it; but, at the same time, they acknowledged that without such a proof, they could not have imagined but, finding

all hopes gone, I and my people had got away by some stratagem. They would pay, they said, to the hour that the ship foundered, and were very sorry that they could do no more.

So ended this dreadful and unfortunate voyage, with the loss of a fine ship, and three hundred and sixty souls. The Ruby, likewise, another of our fleet, was lost, and most of the people drowned.

December, 1758.

NAVAL LITERATURE.

The Oriental Voyager. By J. Johnson, *Esq. Surgeon in the Royal Navy.*

(Continued from page 145.)

FROM Madras, the Caroline proceeded to Bengal, with a convoy of Indiamen, experiencing a tedious passage along the Coromandel coast. On the banks of the Hoogly, Mr. Johnson purchased a young alligator; of the natural history of which animal he presents some particulars. In noticing the unhealthfulness of Culpee, on the eastern bank of the Hoogly, some judicious advice is given to the young voyager; which, as it comes from a professional man, may, perhaps, be thought the more deserving of notice. The beautiful marine scenery, on the approach to Calcutta, we have already noticed, though not precisely in the words of our author.*

As Mr. Johnson appears to possess a happy turn for poetical composition, we rather wonder that the following affecting little anecdote, which he learned from an European, whom he met on the spot, did not furnish him with an idea for a ballad:—

"A young officer in the army having married a lady in England, was ordered a short time afterwards to proceed to India with his regiment, while the lady's relations, or the gentleman's own circumstances, would not, at the time, permit her accompanying him. They were therefore forced to separate, and he proceeded to Bengal, from whence a correspondence was carried on for some years; when he at length persuaded her to undertake a voyage to India, which she accordingly did, and arrived safe at Saugur Roads. He was at this time stationed in the fort, whose ruins I have mentioned,

---

* *Vide* Naval Chronicle, Vol. XVII. p. 495.

and on the very day of her arrival in the river, was seized with a fever of the country, which terminated his existence, before his wife, and a fine child, the pledge of their mutual affection, could reach the place where he lay! On her coming into the fort, and beholding her husband's corpse, she fell into a state of insensibility, which was succeeded by that of melancholy, and in six weeks she followed her husband to the grave! During the period of her decline she used to go out every day, and sit some hours on this point, weeping over her child; hence it acquired, and still retains, the name of *Melancholy Point*."

In August, 1804, after having returned to Madras, the Caroline, with three other ships of war, received orders to victual for six months, and to prepare to take charge of the China convoy, which was then collecting at Madras. The squadron accordingly weighed anchor on the 13th. In his passage through the straits of Malacca, Mr. Johnson saw several water-spouts. The celebrated description which is given of one of these phenomena, in Falconer's *Shipwreck*, he considers as very much exaggerated. His own account of the typhoon,* though not absolutely terrific, is interesting:—

"The sky this day (Oct. 2) assumed a very unusual appearance; the skirts of the horizon seemed as if tinged with blood; the black portentous clouds that hung over us, looked as if [though] surcharged with electric fluid, and ready every instant to burst on our heads!

"Noctem hiememque ferens, et inhorruit unda tenebris."

"In the evening the lightning gleamed with such vivid flashes through the air, that it was painful to look around; still however unaccompanied by thunder. The rain then began to pour down in such torrents, that it actually appeared to be precipitated from the heavens *en masse*, deluging every part of the ship.

"Mean time in sable cincture, shadows vast,
Deep ting'd and damp, and congregated clouds,
And all the vapoury turbulence of heaven,
Involve the face of things."

"We had first a deceitful calm for some hours; at length the gale commenced, and lasted, with some interruptions and various alterations, for four days. The wind was first from the westward, but in the course of the typhoon it blew from every point of the

* So called, from the Chinese words *Ta-fung*, or great wind.

compass. As it was, however, generally in our favour, we scudded great part of the time, and of course made a most rapid progress. It is impossible to describe the unpleasantness, I may say misery, of our situation during this period. The first twenty-four hours of the gale demolished tables, chairs, and almost every utensil we had on board; in addition to which, we had generally a quantity of water washing about in the gun-room; while the seams of the ship (coming from a hot country) were so open, that the water came pouring down through the deck upon our heads. The frequent shifting of the wind raised such a cross tumultuous sea, that it broke over us in all directions, causing the ship to labour with indescribable violence; while

> '——The mountain billows to the clouds
> In dreadful tumult swell'd, surge above surge,
> Burst into chaos with tremendous roar!'"

A very remarkable escape, which one of the Caroline's men had from drowning, on the last day of the typhoon, was some time ago recorded in our Chronicle.*

We were not a little surprised, to find Mr. Johnson attempting to perpetuate Foersch's fabulous story of the *Upas,* or poison tree of Java, which was revived, not long since, by the fanciful Dr. Darwin; particularly as we know him to be well acquainted with the writings of our intelligent countryman, Barrow. That gentleman, in his *Voyage to Cochin China,* presents the following sensible remarks on the subject:—

"After the notoriety which the baneful *Upas* has obtained from the re-publication, in a popular work, of a most extraordinary account of this poisonous tree, that first appeared several years ago in the Gentleman's Magazine, it would have been an unpardonable neglect in us not to make very particular inquiry into the degree of credibility which is attached by the inhabitants of the island to its existence; and, if such tree did exist, to endeavour to learn how far its deleterious qualities might correspond with those which had been ascribed to it. Accordingly we seldom entered the garden or plantation without interrogating the people employed in them as to the *Upas.* The result of our inquiries was little favourable to the truth of Foersch's relation, which carries with it, indeed, internal marks of absurdity. It required some ingenuity to conceive the existence of a single tree, the sole indi-

* *Vide* Vol. XVII. page 305.

vidual of its species, standing in the middle of a naked plain, of a nature so baneful, that not only birds, beasts, and every living creature which came within the circle of the atmosphere contaminated by its poisonous effluvia, instantly perish, but so deleterious as to wither up and destroy all other plants, and to devour, like Saturn, its own offspring as they pullulate from its roots. Such a monster in nature, with its thousand tongues steeped in fell poison, is almost too much for the page of romance, or the wildest fiction of poetry. Yet the relation was not wholly discredited. 'That which is strange,' says Dr. Johnson, 'is delightful, and a pleasing error is not willingly detected.' The magic pen of Dr. Darwin, by celebrating the wonders of this wonderful tree

'In sweet tetrandrian monogynian strains,'

made the error still more pleasing, and consecrated, as it were, the fiction of the *Upas*.

"As fabulous stories have sometimes, however, their origin in truth, so that of the *Upas* may probably not be wholly groundless, but admit of some explanation. In tropical climates, plants possessing noxious qualities are very common. Java is considered to abound with them. The first of this kind that was discovered might probably have the name of *Upas* conferred on it, which name, being afterwards adjunctively applied to all other plants possessing the same qualities, became the appellative for every poisonous tree. That this was the common acceptation of the word *Upas*, I inferred from its being connected with the trivial name of all such plants as were either known, or supposed, to contain poisonous qualities. Thus, for instance, the *Dioscoria Deleteria* was called the *Ubi Upas*, which may be translated the *poisonous potatoe*. The seed of a tree bearing a papilionaceous flower, and apparently a species of *Sophora*, was called the *Upas Bidjie*, the *poisonous seed*. Thus, also, a triangular-stemmed *Euphorbia*, a species of *Solanum*, a *Datura*, and several other plants of real, or supposed noxious qualities, had all of them the word *Upas* joined to their proper names. In this sense, the *Boan* or *Bhoon Upas* of Foersch would imply neither more nor less than a *poisonous tree*, and not any particular species of tree, much less an unconnected individual *sui generis*, bearing the name of *Upas*."

A professional remark occurs at page 152, which is deserving of attention. After mentioning, that the principal complaints amongst our seamen, in China, were intermittent fevers, fluxes,

and some liver complaints, Mr. Johnson says:—"when the bark was all expended on the numerous agues, and different kinds of intermittents that occurred, the surgeons had recourse to calomel, which cured the diseases; but those who were cured in this manner, were almost invariably attacked with the same complaints again, when the influence of the mercury was completely gone off. This seldom happened with those who were cured by bark."

The following statement is interesting at the present moment, in consequence of the disturbances which are understood to have taken place at Canton, relative to the death of a Chinese, by an English seaman:—

"The probable consequence of killing a Chinese would be this; that the viceroy of Canton would, first of all, seize on the chief supercargo, or, as he is here called, the 'Tipan;' and if he thought the business likely to prove very serious, perhaps all the English would be arrested: the man who committed the crime would then be demanded; for the Chinese have no idea of making a distinction between accidental and premeditated murder; as was fatally exemplified in the case of a poor gunner of an Indiaman some years ago, who was given up, because the wad of a gun, fired by the command of an officer, happened to strike a Chinaman in a boat at some distance, and occasion his death. It has never been known what became of the poor fellow; some have imagined that he was bow-stringed; while others think that his eyes were put out, and that he still lives an imprisoned victim to the narrow policy of the Chinese government! It is to be hoped, for the honour of Old England, that such a cowardly concession will never again be made to the Chinese, in whose eyes we have suffered considerably by this disgraceful affair; they themselves even wondering that we should so readily give up a man for obeying the orders of his superior officer.

"It is worthy of remark here, that, by the Chinese laws, if the person survive the accident *forty days*, and after that period dies, even in consequence of the same accident, yet it is not considered as murder. When any case of this kind occurs, it is best to secure the wounded Chinaman, and have him under the care of Europeans during that space of time; for the Chinese would otherwise, perhaps, bring some man who had died a natural death in the interval, and swear that it was the man who died of the accident,

in hopes of extorting a sum of money. In the year 1801, a sailor on board his Majesty's ship Madras fired on a Chinese, who, he supposed, was going to cut the ship's cable, and steal it. The wound afterwards proved mortal, and a discussion of course took place with the Chinese government, but in a very different manner from what was practised on former occasions of this kind. Sir George Staunton, who understood the Chinese language, drew up a spirited memorial, addressed to the viceroy himself, instead of entering into a defence through the medium of the Hong merchants, who tremble at the lowest officer of government. The consequence was, that after several conversations held with the officers of justice, the government at last assented to have the affair tried in the supreme court of justice at Canton. Now though the man was in a dying state, yet the court inclined so much to the side of the accused, that Captain Dilks was allowed to keep the seaman in his own custody, on leaving a written promise in court, that he would produce him in case the wounded man did not survive the *forty days*. The man lingered about fifty days, and then expired. In these cases, the sentence of death, by the laws of China, is generally commuted for that of banishment into the wilds of Tartary. This court, however, on the man's decease, sent a message to Captain Dilks, intimating, that he might punish the man according to the laws of his own country; and consequently a British subject was thus preserved from an ignominious and unjust death, by a proper mode of interference."

Towards the latter end of November, 1804, Mr. Johnson, with several other officers, made an excursion to Canton, up the Tigris; the scenery on which river is thus described:—

"From Tiger Island, until we got as far as the second bar, nothing particular presented itself to our view. Opposite to this sand, which runs across the river, there is a stupendous pagoda, built on the western bank: it is eight or ten stories high, somewhat pyramidical, and seemingly much decorated: we did not, however, stop to examine it. Here the scenery begins to assume an interesting appearance: in the back ground, high and fantastically shaped mountains raise their summits among the clouds; while all around (with very little exception) to the feet of these mountains, the ground seems a level plain, intersected, as before mentioned, with innumerable branches of the river and artificial canals. Now it is this last circumstance that renders the scenery so truly picturesque: for a person can only see that particular branch of the river on

which he is sailing; but he beholds, with amazement, a variety of ships, junks, and vessels of every description, gliding, as if [though] by the effects of magic, through fields and villages, winding among castles, pagodas, and monasteries; sometimes on one side of them, sometimes on the other; sailing in an infinite variety of directions, and forming the most whimsical, novel, and entertaining prospect I ever remember to have seen. As we approached Wampoa, the "plot continued to thicken;" and we could do little else than gaze, with a mixture of pleasure and astonishment, at the interesting scenes that surrounded us; scarcely a word was spoken in the boat for several miles, so completely was each individual's attention arrested by the passing objects.

- -

"Proceeding up by Junk River to Canton, the scenery becomes more and more interesting, the Mandarins' seats more numerous, the grounds better cultivated, and laid out in gardens and orangeries; while large and populous villages present themselves at every winding of the stream, and tend not a little to embellish its banks. But what engages a stranger's attention more than all the rest, is the endless variety of Chinese boats and vessels of every description, from the sanpan to junks of a thousand tons, continually passing and re-passing before his eyes: of these the most curious and beautiful are the tea and passage boats. The former are long and very handsome; in these the tea is brought down from the interior provinces to Canton. When they have got a fair wind they make use of sails, but at other times they impel them along by bamboo poles; having a bench running along from one end of the vessel to the other, close to the water's edge, on which ten or a dozen men (each with his bamboo) stand and drive the boat with considerable velocity.

"The Wampoa passage boats, however, look like little floating castles, so elegantly are they painted and decorated. A dome raised several feet above the deck, and occupying two-thirds of the vessel's length, fitted up inside with tables, chairs, &c. all of excellent workmanship, serves as a cabin, where the passengers can sit and drink tea, or loll on sofas, at their ease; and on the sides are stairs to ascend into the cabin; and the vessel, inside and out, is varnished in the highest style: these occasionally make use of sails like the tea boats; but for the most part they are sculled by oars fixed on each quarter."

The appearance of Canton, by night, is not less pleasing:—

"The crowd of boats was so immense, that our progress was exceedingly slow; and night came on before we could reach the

city: this, however, is perhaps the best time for a stranger to approach Canton; for then the concourse of boats and vessels of various descriptions, all highly illuminated; the chop-houses on shore bedecked with great number of globular oil-paper lamps; the din of the Chinese language on every side; the clangour of their gongs; the shrill notes of their music; and the glare of their fire-works; all combine to form a scene so novel and striking, that the impression which it leaves on one's memory can hardly ever be erased."

A copious description of Canton follows; its streets, houses, manufactories, dramatic representations, &c. for which we must refer our readers to the work itself.

Mr. Johnson left China early in January, 1805, and reached Prince of Wales's Island on the 20th of the same month. His description of this settlement, which is very full and interesting, is reserved for another department of our work; as are also his "*Remarks on preserving the Health of Seamen in India,*" which we shall take an early opportunity of transferring to the pages of The NAVAL CHRONICLE.

[To be continued.]

IMPORTANT STATE PAPERS.

COPIED FROM THE LONDON GAZETTE.

At the Court at the Queen's Palace, the 4th of November, 1807,

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS the King of Denmark has issued a declaration of war against his Majesty, his subjects and people; and his Majesty's anxious and repeated endeavours to obtain the revocation of such declaration, and to procure the restoration of peace, have proved ineffectual; his Majesty therefore is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that general reprisals be granted against the ships, goods, and subjects of the King of Denmark (save and except any vessels to which his Majesty's license has been granted, or which have been directed to be released from the embargo, and have not since arrived at any foreign port), so that as well his Majesty's fleets and ships, as also all other ships and vessels that shall be commissionated by letters of marque or general reprisals, or otherwise, by his Majesty's commissioners for executing the office of lord high admiral of Great Britain, shall and may law-

fully seize all ships, vessels, and goods belonging to the King of Denmark, or his subjects, or others inhabiting within the territories of the King of Denmark, and bring the same to judgment in any of the courts of admiralty within his Majesty's dominions; and, to that end, his Majesty's advocate-general, with the advocate of the Admiralty, are forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorizing the commissioners for executing the office of lord high admiral, or any person or persons by them empowered and appointed, to issue forth and grant letters of marque and reprisals to any of his Majesty's subjects, or others whom the said commissioners shall deem fitly qualified in that behalf, for the apprehending, seizing, and taking the ships, vessels, and goods belonging to Denmark, and the vassals and subjects of the King of Denmark, or any inhabiting within his countries, territories, or dominions, (except as aforesaid); and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and his Majesty's advocate-general, with the advocate of the Admiralty, are also forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorizing the said commissioners for executing the office of lord high admiral, to will and require the High Court of Admiralty of Great Britain, and the lieutenant and judge of the said court, his surrogate or surrogates, as also the several courts of admiralty within his Majesty's dominions, to take cognizance of, and judicially proceed upon, all and all manner of captures, seizures, prizes, and reprisals of all ships and goods that are or shall be taken, and to hear and determine the same, and, according to the course of admiralty, and the laws of nations, to adjudge and condemn all such ships, vessels, and goods as shall belong to Denmark, or the vassals and subjects of the King of Denmark, or to any others inhabiting within any of his countries, territories, and dominions, (except as aforesaid); and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and they are likewise to prepare, and lay before his Majesty at this board, a draft of such instructions as may be proper to be sent to the courts of admiralty in his Majesty's foreign governments and plantations, for their guidance herein; as also another draft of instructions for such ships as shall be commissionated for the purpose above-mentioned.

ELDON, C. — HAWKESBURY.
CAMDEN, P. — MULGRAVE.
WESTMORLAND, C. P. S. — SP. PERCEVAL.
WINCHILSEA. — NAT. BOND.
CATHCART.

At the Court at the Queen's Palace, the 4th of November, 1807,

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS France has taken forcible possession of certain territories and ports in Italy, and in the Mediterranean and Adriatic seas, and has sub-

verted their ancient governments, and erected, in the room thereof, new governments, which, under her influence, are aiding in the execution of her hostile designs against the property, commerce, and navigation of his Majesty's subjects; and whereas divers acts, injurious to the just rights of his Majesty, and to the interests of his kingdom, have in consequence been committed, his Majesty is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that general reprisals be granted against the ships, goods, and inhabitants of the territories and ports of Tuscany, the kingdom of Naples, the port and territory of Ragusa, and those of the islands lately composing the Republic of the Seven Islands, and all other ports and places in the Mediterranean and Adriatic seas, which are occupied by the arms of France or her allies, so that as well his Majesty's fleets and ships, as also all other ships and vessels that shall be commissionated by letters of marque or general reprisals, or otherwise, by his Majesty's commissioners for executing the office of lord high admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods belonging to the said territories, ports, and places, or to any persons being subjects or inhabitants thereof, and bring the same to judgment in such courts of admiralty within his Majesty's dominions, as shall be duly commissionated to take cognizance thereof; and, to that end, his Majesty's advocate-general, with the advocate of the Admiralty, are forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorizing the commissioners for executing the office of lord high admiral, or any person or persons by them empowered and appointed, to issue forth and grant letters of marque and reprisals to any of his Majesty's subjects, or others whom the said commissioners shall deem fitly qualified in that behalf, for the apprehending, seizing, and taking the ships, vessels, and goods belonging to the said territories, ports, and places, or to any persons being subjects or inhabitants thereof; and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and his Majesty's advocate-general, with the advocate of the Admiralty, are also forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorizing the said commissioners for executing the office of lord high admiral, to will and require the High Court of Admiralty of Great Britain, and the lieutenant and judge of the said court, his surrogate or surrogates, as also the several courts of admiralty within his Majesty's dominions, to take cognizance of, and judicially proceed upon, all and all manner of captures, seizures, prizes, and reprisals of all ships and goods that are or shall be taken, and to hear and determine the same, and, according to the course of admiralty, and the laws of nations, to adjudge and condemn all such ships, vessels, and goods as shall belong to the said territories, ports, and places, or to any persons being subjects or inhabitants thereof; and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and they are likewise to prepare, and lay before his Majesty at this board, a draft of such instructions as may be proper to be sent to the courts of admiralty in his Majesty's foreign governments and plantations for their guidance herein;

as also another draft of instructions for such ships as shall be commissionated for the purpose above mentioned.

ELDON, C.	HAWKESBURY.
CAMDEN, P.	MULGRAVE.
WESTMORLAND, C. P. S.	SP. PERCEVAL.
WINCHILSEA.	NATH. BOND.
CATHCART.	

At the Court at the Queen's Palace, the 11th of November, 1807,

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS certain orders, establishing an unprecedented system of warfare against this kingdom, and aimed especially at the destruction of its commerce and resources, were, some time since, issued by the government of France, by which "the British islands were declared to be in a state of blockade," thereby subjecting to capture and condemnation all vessels, with their cargoes, which should continue to trade with his Majesty's dominions:

And whereas by the same orders, "all trading in English merchandize is prohibited, and every article of merchandize belonging to England, or coming from her colonies, or of her manufacture, is declared lawful prize:"

And whereas the nations in alliance with France, and under her controul were required to give, and have given, and do give effect to such orders:

And whereas his Majesty's order of the 7th of January last has not answered the desired purpose, either of compelling the enemy to recall those orders, or of inducing neutral nations to interpose, with effect, to obtain their revocation, but, on the contrary, the same have been recently enforced with increased rigour:

And whereas his Majesty, under these circumstances, finds himself compelled to take further measures for asserting and vindicating his just rights, and for supporting that maritime power which the exertions and valour of his people have, under the blessing of Providence, enabled him to establish and maintain; and the maintenance of which is not more essential to the safety and prosperity of his Majesty's dominions, than it is to the protection of such states as still retain their independence, and to the general intercourse and happiness of mankind:

His Majesty is therefore pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that all the ports and places of France and her allies, or of any other country at war with his Majesty, and all other ports or places in Europe, from which, although not at war with his Majesty, the British flag is excluded, and all ports or places in the colonies belonging to his Majesty's enemies, shall, from henceforth, be subject to the same restrictions in point of trade and navigation, with the exceptions herein after mentioned, as if the same were actually blockaded by his Majesty's naval forces, in the most strict and rigorous manner:— And it is hereby further ordered and declared, that all trade in articles which are of the produce or manufacture of the said countries or colonies,

shall be deemed and considered to be unlawful; and that every vessel trading from or to the said countries or colonies, together with all goods and merchandize on board, and all articles of the produce or manufacture of the said countries or colonies, shall be captured, and condemned as prize to the captors.

But although his Majesty would be fully justified, by the circumstances and considerations above recited, in establishing such system of restrictions with respect to all the countries and colonies of his enemies, without exception or qualification; yet his Majesty, being nevertheless desirous not to subject neutrals to any greater inconvenience than is absolutely inseparable from the carrying into effect his Majesty's just determination to counteract the designs of his enemies, and to retort upon his enemies themselves the consequences of their own violence and injustice; and being yet willing to hope that it may be possible (consistently with that object) still to allow to neutrals the opportunity of furnishing themselves with colonial produce for their own consumption and supply; and even to leave open, for the present, such trade with his Majesty's enemies as shall be carried on directly with the ports of his Majesty's dominions, or of his allies, in the manner hereinafter mentioned:

His Majesty is therefore pleased further to order, and it is hereby ordered, that nothing herein contained shall extend to subject to capture or condemnation any vessel, or the cargo of any vessel, belonging to any country not declared by this order to be subjected to the restrictions incident to a state of blockade, which shall have cleared out with such cargo from some port or place of the country to which she belongs, either in Europe or America, or from some free port in his Majesty's colonies, under circumstances in which such trade from such free port is permitted, direct to some port or place in the colonies of his Majesty's enemies, or from those colonies direct to the country to which such vessel belongs, or to some free port in his Majesty's colonies, in such cases, and with such articles, as it may be lawful to import into such free port; nor to any vessel, or the cargo of any vessel, belonging to any country not at war with his Majesty, which shall have cleared out from some port or place in this kingdom, or from Gibraltar or Malta, under such regulations as his Majesty may think fit to prescribe, or from any port belonging to his Majesty's allies, and shall be proceeding direct to the port specified in her clearance; nor to any vessel, or the cargo of any vessel, belonging to any country not at war with his Majesty, which shall be coming from any port or place in Europe which is declared by this order to be subject to the restrictions incident to a state of blockade, destined to some port or place in Europe belonging to his Majesty, and which shall be on her voyage direct thereto; but these exceptions are not to be understood as exempting from capture or confiscation any vessel or goods which shall be liable thereto in respect of having entered or departed from any port or place actually blockaded by his Majesty's squadrons or ships of war, or for being enemies' property, or for any other cause than the contravention of this present order.

And the commanders of his Majesty's ships of war and privateers, and other vessels acting under his Majesty's commission, shall be, and are hereby

instructed to warn every vessel which shall have commenced her voyage prior to any notice of this order, and shall be destined to any port of France, or of her allies, or of any other country at war with his Majesty, or to any port or place from which the British flag as aforesaid is excluded, or to any colony belonging to his Majesty's enemies, and which shall not have cleared out as is hereinbefore allowed, to discontinue her voyage, and to proceed to some port or place in this kingdom, or to Gibraltar or Malta; and any vessel which, after having been so warned, or after a reasonable time shall have been afforded for the arrival of information of this his Majesty's order at any port or place from which she sailed, or which, after having notice of this order, shall be found in the prosecution of any voyage contrary to the restrictions contained in this order, shall be captured, and, together with her cargo, condemned as lawful prize to the captors:

And whereas countries, not engaged in the war, have acquiesced in the orders of France, prohibiting all trade in any articles the produce or manufacture of his Majesty's dominions; and the merchants of those countries have given countenance and effect to those prohibitions, by accepting from persons styling themselves commercial agents of the enemy, resident at neutral ports, certain documents, termed "certificates of origin," being certificates obtained at the ports of shipment, declaring that the articles of the cargo are not of the produce or manufacture of his Majesty's dominions, or to that effect:

And whereas this expedient has been directed by France, and submitted to by such merchants, as part of the new system of warfare directed against the trade of this kingdom, and as the most effectual instrument of accomplishing the same, and it is therefore essentially necessary to resist it;

His Majesty is therefore pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that if any vessel, after reasonable time shall have been afforded for receiving notice of this his Majesty's order at the port or place from which such vessel shall have cleared out, shall be found carrying any such certificate or document as aforesaid, or any document referring to, or authenticating the same, such vessel shall be adjudged lawful prize to the captor, together with the goods laden therein, belonging to the person or persons by whom, or on whose behalf, any such document was put on board.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, his Majesty's Principal Secretaries of State, the Lords Commissioners of the Admiralty, and the Judges of the High Court of Admiralty and Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

W. FAWKENER.

At the Court at the Queen's Palace, the 11th of November, 1807.

PRESENT,

The King's Most Excellent Majesty in Council.

Whereas articles of the growth and manufacture of foreign countries cannot by law be imported into this country, except in British ships, or in

ships belonging to the countries of which such articles are the growth and manufacture, without an order in council specially authorizing the same:

His Majesty, taking into consideration the order of this day's date, respecting the trade to be carried on to and from the ports of the enemy, and deeming it expedient that any vessel belonging to any country in alliance, or at amity with his Majesty, may be permitted to import into this country articles of the produce or manufacture of countries at war with his Majesty:

His Majesty, by and with the advice of his privy council, is therefore pleased to order, and it is hereby ordered, that all goods, wares, or merchandizes, specified and included in the schedule of an act, passed in the forty-third year of his present Majesty's reign, intituled "An Act to repeal the Duties of Customs payable in Great Britain, and to grant other Duties in lieu thereof," may be imported from any port or place belonging to any state not at amity with his Majesty, in ships belonging to any state at amity with his Majesty, subject to the payment of such duties, and liable to such drawbacks as are now established by law upon the importation of the said goods, wares, or merchandize, in ships navigated according to law; and with respect to such of the said goods, wares, or merchandize, as are authorized to be warehoused under the provisions of an act, passed in the forty-third year of his present Majesty's reign, intituled "An Act for permitting certain Goods imported into Great Britain, to be secured in Warehouses without Payment of Duty," subject to all the regulations of the said last mentioned act; and with respect to all articles which are prohibited by law from being imported into this country, it is ordered, that the same shall be reported for exportation to any country in amity or alliance with his Majesty.

And his Majesty is further pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that all vessels which shall arrive at any port of the united kingdom, or at the port of Gibraltar or Malta, in consequence of having been warned pursuant to the aforesaid order, or in consequence of receiving information, in any other manner, of the said order subsequent to their having taken on board any part of their cargoes, whether previous or subsequent to their sailing, shall be permitted to report their cargoes for exportation, and shall be allowed to proceed upon their voyages to their original ports of destination, (if not unlawful before the issuing of the said order), or to any port at amity with his Majesty, upon receiving a certificate from the collector or comptroller of the customs at the port at which they shall so enter, (which certificate the said collectors and comptrollers of the customs are hereby authorized and required to give), setting forth that such vessels came into such port in consequence of being so warned, or of receiving such information as aforesaid; and that they were permitted to sail from such port under the regulations which his Majesty has been pleased to establish in respect to such vessels. But in case any vessel so arriving shall prefer to import her cargo, then such vessel shall be allowed to enter and import the same, upon such terms and conditions as the said cargo might have

been imported upon, according to law, in case the said vessel had sailed after having received notice of the said order, and in conformity thereto.

And it is further ordered, that all vessels which shall arrive at any port of the united kingdom, or at Gibraltar or Malta, in conformity and obedience to the said order, shall be allowed, in respect to all articles which may be on board the same, except sugar, coffee, wine, brandy, snuff, and tobacco, to clear out to any port whatever, to be specified in such clearance; and, with respect to the last-mentioned articles, to export the same to such ports, and under such conditions and regulations only, as his Majesty, by any license to be granted for that purpose, may direct.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, his Majesty's Principal Secretaries of State, the Lords Commissioners of the Admiralty, and the Judges of the High Court of Admiralty and Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

W. FAWKENER.

At the Court at the Queen's Palace, the 11th of November, 1807,

PRESENT,

The King's Most Excellent Majesty in Council.

Whereas the sale of ships by a belligerent to a neutral is considered by France to be illegal:

And whereas a great part of the shipping of France and her allies has been protected from capture during the present hostilities by transfers, or pretended transfers, to neutrals:

And whereas it is fully justifiable to adopt the same rule, in this respect, towards the enemy, which is applied by the enemy to this country:

His Majesty is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that in future the sale to a neutral of any vessel belonging to his Majesty's enemies, shall not be deemed to be legal, nor in any manner to transfer the property, nor to alter the character of such vessel: and all vessels now belonging, or which shall hereafter belong to any enemy of his Majesty, notwithstanding any sale, or pretended sale, to a neutral, after a reasonable time shall have elapsed for receiving information of this his Majesty's order at the place where such sale, or pretended sale, was effected, shall be captured and brought in, and shall be adjudged as lawful prize to the captors.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, his Majesty's Principal Secretaries of State, the Lords Commissioners of the Admiralty, and the Judges of the High Court of Admiralty and Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

W. FAWKENER.

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

WE are sorry to observe some persons who, even still, express their strong disapprobation respecting our conduct towards the Danes: when the imperious law of necessity, owing to the perfidious counsels and conduct of the French usurper, rendered such a measure absolutely necessary. In delivering this opinion, we have not the smallest wish to become the partisans of the present ministry, or to attach our little bark to any party. Such is the opinion of the majority of the nation; and we therefore discharge our duty in making it known. The conduct of this expedition was at first offered to Admiral Young, and afterwards to Sir Charles Cotton, who both declined it: in consequence of which it was pressed on Admiral Gambier; and the cool, yet intrepid manner in which he conducted it, sufficiently displays the principle on which the whole of this extraordinary measure was brought forward. It is the intention of government still to act in the same manner; and the Portuguese and Russian navies will soon be placed out of the reach of the wily Corsican. We have heard that Sir Sidney Smith is, in the first place, to secure the Portuguese ships, and then to proceed to Madeira: the Russians are intrusted to the care and judgment of Rear-Admiral Keates.

The Danish navy consisted, at the time when Copenhagen capitulated, of 16 ships of the line, which were lying in our port—one ship of the line in the dock-yard, which the English cut asunder, one ditto in the Road, two sail of the line in Norway, three ships of the line on the stocks, which the English took to pieces and carried off; further, 17 frigates, one of which, the Freja, is at Lesoe; one has put into Carthagena, and two, namely, the Tritton and St. Thomas, are said to be at Saltholm; eight brigs, one of which is safe in Norway, and two, we understand, are foundered in the North Sea; 34 gun-boats, two of which are safe in our ports, and the rest are probably destroyed. The English have therefore carried off fifteen sail of the line, fourteen frigates, and five brigs; and to us remain two ships of the line, one frigate, and one brig; six sail of the line, three frigates, and two brigs, have been destroyed, with several smaller vessels.—*(Copenhagen Gazette, November 6.)*

Measures like this, are of far more importance to the vigorous conduct of the war, than any expeditions to seize on the islands or possessions of our enemies; and we trust, that the troops which have embarked in such numbers, will not have so delusive an object in view: this was the favourite, but in our humble opinion, the mistaken policy of Mr. Pitt.—America, and Turkey, seem to be on the eve of declaring war against France: the vile incendiary, Sebastiani, has found it necessary, according to report, to leave the Turks to their own good sense; and the despatches of the French from America were lately found on board an American ship (the Caroline) detained and brought into Plymouth by an English privateer. The

Caroline was bound from New York to Cherbourgh, and the despatches were from the French minister in the United States to Talleyrand. They are in the possession of government, and are said to have communicated some circumstances of high importance.

The taking and destroying of the castle at the entrance of Flakery harbour, on the evening of the 18th of October, by a party from his Majesty's ship Spencer, was attended with the loss of a lieutenant, the gunner, and two seamen. The lieutenant's name was James Harris. He was the son of Robert Harris, Esq. late of Croydon, in Surrey, and was a very promising young officer.

It is a curious fact, that on the 14th instant (November) orders were received at Deptford to dismantle and pay off all the transports lying there. The carpenters began their business instantly, and were making great progress; but the same evening an express arrived from the Admiralty, to retain all the transports.

The order of council, which was issued at the commencement of the year, for the purpose of counteracting the decrees of Buonaparte, having proved inefficient, as was predicted by Mr. Perceval, three additional orders have been issued, having the same object in view. Having inserted these orders at length, our limits will not here permit us to enlarge on them. They are much more rigorous in their operation, than the former one; and, we trust, will be found to answer the desired end, against our inveterate enemy.

Buonaparte continues his hostility, against every thing which relates to Britain, with unremitting sedulity; and he is actually reported to have promulgated a decree, strictly prohibiting the importation of any British, or British colonial commodities, into France, *in any vessels whatsoever.*

Austria, yielding to the dictates of the usurper, is asserted, in the *Moniteur*, to have declared war against this country; and strong suspicions are entertained respecting the intentions of Russia.

According to the statements in the American papers, Buonaparte is also determined to compel the United States to take a decisive part in the contest with England.

Lord Collingwood, we find, has left the Dardanelles; but Sir Arthur Paget remains there, in a frigate, to act as opportunity may require. The French ambassador has left the Turkish capital; from which it may be inferred, that the Porte is more favourable towards this country than we some time since had reason to believe.

The British troops have evacuated Egypt; the prisoners which had been taken by the Turks having been restored.

The communication remains open with Lisbon; though, according to numerous accounts, the French troops are, or rather were, in full march for Portugal. The Prince Regent, instead of embarking for the Brazils, has issued a decree, totally excluding the British from his dominions; notwithstanding which, the official journal of the French government, has declared, that *the House of Braganza shall cease to reign*, because the Prince Regent *would not seize the English merchandise which was at Lisbon!*—Every thing relating to Portugal is at present enveloped in mystery.

In Spain, a conspiracy has been discovered against the life of the king,

in which his son, the Prince of Asturias, is said to be implicated. In all probability, the whole is a contrivance of that despicable character, that infamous minion of Buonaparte, the Prince of Peace.

Denmark has strictly prohibited every species of correspondence with this country. Her decrees on the subject are extremely rigid and severe.

We have at present three distinct naval expeditions fully equipped; but the destination of neither of them is known.

The effects of the late heavy gales have been very distressing. Numbers of vessels have been wrecked, and the sacrifice of human lives has been uncommonly great. Upwards of 100 sail are reported to have been lost in the neighbourhood of Whitby; and some hundreds of our troops, returning from Copenhagen, have found a watery grave, even in sight of their native shore. In the Rochdale transport, of Liverpool, which went down off the Black Rock, on the Irish coast, 267 men, women, and children, perished. The troops belonged to the 97th regiment. The Prince of Wales packet, from Dublin to Liverpool, was lost on the South Bull, on the 19th of November, and 150 soldiers were drowned.

These accidents, we deeply lament to say, form but a small portion of the loss which has been sustained from the fury of the elements.

The Lords of the Admiralty have directed his Majesty's sloop Valorous to be paid off at Chatham.

The Lords of the Admiralty have directed his Majesty's ships Elephant and Cuba to be paid off at Portsmouth, and the Concorde at Deptford.

His Majesty's ship Ardent, Captain Chamberlayne, is ordered to be paid off at Chatham.

His Majesty's ship Thisbe, Captain Shepherd, is ordered to be paid off at Deptford.

A list of additional ships of the line, building in the king's and merchant yards, November 1, 1807, since our last report; see Vol. XVII. p. 507.—Augusta, 74; Clarence, 74; Conquestadore, 74; Cressy, 74; Gloucester, 74: Milford, 74; Pitt, 74; Scarborough, 74; Vengeur, 74; and Stirling Castle, 74.

Just as this sheet was going to press, intelligence was received, of a Russian fleet having entered the Tagus.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, OCTOBER 17, 1807.

A LETTER has been received at this office from Admiral Lord Gardner to the Honourable William Wellesley Pole, dated the 15th instant, giving an account of the capture of two chassé marées of the enemy by a boat of his Majesty's ship l'Aigle; and also the capture of three vessels of the same description, and the destruction of seventeen others (as under-mentioned), by the Martial gun-brig. The lieutenant commanding the latter vessel speaks in very strong terms of the gallantry and exertions of sub-lieutenant Fletcher on the above, as well as on every other occasion.

Suffisante lugger, with wine and brandy, from Rochelle to Quiberon—Taken.

Jeune Victoire and Volage, chassé marées, with pitch, tar, wine, and brandy—Burnt; and fifteen others driven on shore.

A schooner and a chassé marée (names unknown), with wine, &c. from St. Martin to Quimper—Taken.

Copy of a Letter from Rear-Admiral the Honourable Sir Alexander Cochrane, K. B. Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. Wellesley Pole, dated on board his Majesty's Ship Belleisle, Halifax Harbour, September 16, 1807.

SIR,

I have the pleasure to enclose, for the information of the Lords Commissioners of the Admiralty, copies of two letters from Captain Ballard, of his Majesty's ship Blonde, acquainting me with the capture of two of the enemy's privateers. I have the honour to be, &c.

ALEX. COCHRANE.

SIR, *Blonde, at Sea, Aug.* 15, 1807.

I have to inform you, that the French privateer la Dame Villaret, mounting one long eighteen-pounder and four nine-pounder carronades, and sixty-nine men, belonging to Martinique, was captured this evening by his Majesty's ship Blonde, under my command, after a long chase of thirteen hours; she had been out twenty days, but had taken nothing.

I have the honour to be, &c.

The Hon. Sir A. Cochrane, K. B. Rear-Admiral of the White, &c. V. V. BALLARD.

SIR, *Blonde, off Barbadoes, Aug.* 16, 1807.

His Majesty's ship Blonde captured this morning the very fast sailing French privateer schooner l'Horteuse, (late Eclair) mounting four nine-pounder carronades, two long twelve pounders, and two eight pounders, (the whole of which were thrown overboard in the chase), and ninety men, belonging to Martinique, after a chase of twenty hours; she is a very fine schooner, well adapted for his Majesty's service; had been out thirteen days, and taken nothing. I have the honour to be, &c.

The Hon. Sir A. Cochrane, K. B. Rear-Admiral of the White, &c. V. V. BALLARD.

Copy of a Letter from Captain Scott, of his Majesty's Ship the Boreas, addressed to Vice-Admiral Sir James Saumarez, and transmitted by the latter to the Hon. W. W. Pole.

SIR, *His Majesty's Ship Boreas, at Sea, Oct.* 12, 1807.

I beg leave to acquaint you, that his Majesty's ship under my command, on the 2d instant, after a chase of four hours, captured la Victoire French schooner privateer, armed with swivels, musketoons, &c. with twenty-eight men; she sailed from Morlaix the day before, had made one capture, (an American brig) which I have also retaken.

I have the honour to be, &c.

Sir James Saumarez, Bart. K. B. R. SCOTT.

OCTOBER 31.

Copy of Letter from Captain Manby, to Vice-Admiral Sir James Saumarez, K. B. a Duplicate of which has been transmitted to this Office.

SIR, *Thalia, off the Isle of Wight, Oct.* 29, 1807.

I acquaint you, for the information of my Lords Commissioners of the Admiralty, that this morning, off Cherbourg, after a long chase, his Majesty's ship Thalia, under my command, captured the French lugger privateer

le Requin, of 14 guns and 48 men, quite new, from Fecamp two days, and made no captures. I am, &c.

(Signed) THO. MANBY.

SUPPLEMENT TO THE LONDON GAZETTE

OF SATURDAY, OCTOBER 31, 1807.

Downing-street, October 31, 1807.

Extract of a Despatch from Lieutenant-General the Right Hon. Lord Cathcart, K. T. addressed to the Lord Viscount Castlereagh, one of his Majesty's Principal Secretaries of State, dated on board his Majesty's ship Africaine, the 21st October, 1807.

As no sort of infraction of the capitulation had been made by the Danes, who, on the contrary, acted most honourably in the strict and literal fulfilment of their engagement; with a view to the fulfilment of the articles of the capitulation on our part, it was decided to commence the embarkation of the army on Tuesday the 13th instant.

Accordingly, on that day, the eight battalions of the line of the King's German Legion, were embarked in the Arsenal; and, on the 14th, the two light battalions of the King's German Legion, together with Brigadier-General Macfarlane's brigade, viz. the 7th and 8th regiments of British, which embarked in the same ships which brought them from Hull. These corps, with the depôt and garrison company of the legion, and the sick and wounded of the army, completely occupied all the troop ships, whether for home or foreign service, which had not been appropriated to the conveyance of naval stores.

These ships having been removed to the road, were replaced by the horse ships.

On the same day the advanced posts were withdrawn from Kolhaven, Werdenberg, Corsoer Kallenberg, Fredericksberg, Hersholm, and adjacents, and, proceeding through a chain of cavalry posts, reached the environs of Copenhagen in three marches.

The embarkation of the royal artillery, with the field and battering ordnance, having been gradually carried on from the Kalk Brauderie, that of the cavalry and foreign artillery in the Dock-yard, and that of the British regiments from the citadel, to the men of war, there remained on shore, on Sunday afternoon the 18th instant, only the brigade of guards, who moved on that day from the Palace of Fredericksberg, to the strand near Hellerup, with one brigade of British light artillery, the flank companies of the 32d and 50th regiments, with the 82d regiment, under Major-General Spencer, in the Arsenal; and the 4th regiment, with a detachment of royal artillery, in the citadel, under Lieutenant-Colonel Wynch, who acted as lieutenant-governor, the 4th, or King's own regiment, having been in garrison there the whole time.

Lieutenant-General Sir George Ludlow was appointed to command the rear-guard of the army.

In the evening of the 18th instant, a gale of wind came on, which lasted twenty-four hours, and rendered further embarkation impossible, and any communication from the shore with the ships very difficult.

As soon as it became evident that the evacuation of the island, on the 19th, was impracticable, a correspondence took place between the British and Danish head-quarters, the result of which left no reason to apprehend that hostilities would recommence on either side at the expiration of the term, although the Danish general protested, in strong terms, against our retaining the citadel, which, on the other hand, it was not judged expedient to evacuate.

On the 20th the morning was calm, and, as soon as it was light, the

drums of all his Majesty's regiments on shore beat *the general*; and the dock-yard and harbour being entirely cleared of transports and British vessels, the corps commanded by Major-General Spencer rowed out of the arsenal, under the guns of the citadel, and proceeded along the shore to Hellerup, to be in readiness to reinforce the guards. His Majesty's sloop Rosamond having been also towed out of the harbour, and the King's ships, within reach of the three crown battery, having got under weigh, the 4th regiment marched out of the citadel, and proceeded to join the guards, covered by its own flank companies, and by a piquet of the guards.

As soon as they had marched, the bridge was drawn up, and the British fort-adjutant was sent to the Danish head-quarters to acquaint the general that he was at liberty to send a guard to take charge of the citadel; accordingly, a small detachment of the royal artillery, and of the 4th regiment, were relieved by a guard of Danish troops, and the ordnance inventories and keys having been given over to the officers appointed to receive them by Major Bodecker, the fort-major, and Captain Patterson of the royal artillery, the British detachment embarked with those officers at the citadel, and proceeded to Hellerup.

As soon as the 4th regiment had joined the guards, Lieutenant-General Sir George Ludlow began the embarkation, which was completed with great expedition and regularity.

No troops of the enemy appeared, and there was no concourse of inhabitants. People of all ranks in the city, in the villages, and on the public road, were extremely civil. Had any disturbance been intended, or had any been accidentally excited, the embarkation would have been equally secure from insult, the place selected being open and level, and out of the range of fire from the crown battery or citadel, but commanded by his Majesty's light ships of war.

The brow, or stage itself, from which the troops embarked, was judiciously and ingeniously contrived by Sir Home Popham, to answer equally the purposes of embarkation and defence.

A small vessel, a praam, and a floating-battery were fastened successively to each other on the beach; the two first being planked over, and the last beyond them having several guns of large calibre prepared for action in an oblique direction, and manned by seamen.

The flat-boats drew up on the two sides of the praam, and the gun-boats, which also received troops, were placed beyond the floating-battery, so that, as soon as the brigade of artillery was embarked, the troops marched to their boats, and the whole put off to their respective ships; after which the floating battery and praam were destroyed.

ADMIRALTY OFFICE, OCTOBER 31.

Copy of a Letter from Admiral Gambier to the Hon. William Wellesley Pole, dated on board his Majesty's Ship the Prince of Wales, off Copenhagen, the 20th October, 1807.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the whole of the Danish fleet being equipped, (except two unserviceable ships of the line and two frigates, which have been destroyed), and the arsenal cleared of the stores, the army has been re-embarked; and that I shall proceed with the first favourable wind to carry into execution the instructions I have received from the Lord Viscount Castlereagh.

Having so far accomplished the service on which I have been employed, I feel it my duty to state the great activity, energy, and zeal which have been shewn by Vice-Admiral Stanhope and Rear Admiral Sir Samuel Hood, in superintending the equipment of the Danish ships and the embarkation

of the stores from the arsenal; nor has the same spirit been less manifest in the captains, officers, seamen, and marines, who have all executed their respective parts in the general exertion with a promptitude and alacrity, which has not only entitled them to my warmest thanks and praise, but will, I doubt not, when the aggregate result of their labour is considered, obtain for them the approbation of their sovereign, and the applause of the nation.

In the space of six weeks, sixteen sail of the line, nine frigates, fourteen sloops of war and smaller vessels, besides gun-boats, have been fitted for sea, and all the large ships laden with masts, spars, timber, and other stores, from the arsenal; from whence also ninety-two cargoes have been shipped on board transports, and other vessels chartered for the purpose, the sum of whose burthen exceeds twenty thousand tons. A considerable number of masts and spars have been put on board the Leyden and Inflexible, which were well adapted for this purpose, and some valuable stores on board his Majesty's ships; nor can I forbear to remark, that such was the emulation among the several ships of the fleet to which the Danish ships were respectively attached for equipment, that within nine days fourteen sail of the line were brought out of the harbour, although several of them underwent, in our hands, considerable repairs. Of the three ships on the stocks two have been taken to pieces, and the useful part of their timbers brought away; and the third, being in a considerable state of forwardness, was sawed in various parts and suffered to fall over.

On a review of the whole, I think it may be asserted, without derogating from the merit of any former service, that characteristic activity of British officers, seamen, and marines, was never more zealously exerted than on this occasion; but I must not omit, at the same time, to inform their lordships, that a very considerable proportion of the labour of the arsenal has been performed, with equal zeal and energy, by large working parties from the army, whose exertions entitle them to the same praise.

I beg leave to express the great satisfaction I have felt from the zealous and attentive services of Rear-Admiral Essington, to whom the general superintendance of the numerous transports, and the re-embarkation of the army, with all its artillery and stores, has been committed.

I embrace this opportunity to make a particular acknowledgment of the very able and judicious dispositions which Rear-Admiral Keates has made from time to time of the force under his command, for guarding the Belt; and the vigilant attention which his whole squadron have paid to this important branch of the service.

Sir Home Popham has not ceased to manifest his usual zeal and ability in the assistance he has rendered me in the various services of the fleet; and I should not do justice to the diligent attention and arduous endeavours of Captain Mackenzie to fulfil the civil duties of the arsenal, which were committed to his management and superintendance, if I did not, on this occasion, express my warm approbation of his exertions, and I beg leave to recommend him to their lordships' favourable notice.

I have the honour to transmit herewith a list of the Danish ships and vessels which have been brought away, and of those destroyed. The account of the stores shipped from the arsenal shall also be sent as soon as the several returns can be collected and arranged.

I have the honour to be, &c.

(Signed) J. GAMBIER.

N. B. The list of the Danish ships found at Copenhagen has been already published.*—Two ships of the line and two frigates having been destroyed.

---

* See page 252 of this volume.

NOVEMBER 5.

Copy of a Letter from Captain Robert Nicholas, of his Majesty's Sloop Lark, dated 23d August 1807, transmitted by Vice-Admiral Dacres, Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole.

SIR,

I have the honour to report to you the capture of the French national scooner le Musquito, of 8 guns and 58 men, commanded by a Lieutenant de Vaisseau, by his Majesty's ships Lark and Ferret.

Le Musquito is from Santo Domingo, and has cruised some time in the passages without success. I have the honour to be, &c.

(Signed) R. NICHOLAS, Commander.

Copy of two enclosures of Letters from Vice-Admiral Dacres, to the Secretary of the Admiralty, dated September 10, 1807.

SIR, *His Majesty's Shooner Pitt, Aruba, April 20, 1807.*

I have the honour to inform you, on the 13th inst. I captured the Spanish armed schooner Abeja, laden with cocoa. We have this day taken the French privateer Fou Fou, of 1 gun and 43 men, four days from St. Domingo, had made no captures.

I have the honour to be, &c.

M. FITTON, Lieutenant.

To Captain Brisbane, Senior Officer at Curaçoa.

His Majesty's Brig Morne Fortunée, Amsterdam Harbour, Curaçoa, July 17, 1807.

SIR,

I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's brig under my command, on the 8th instant, at 8 A. M. Point Tunacas bearing S. E. observed a strange sail in the S. W. quarter; bore up and made all possible sail in chase; at 11, observed the chase haul up, and run on shore; instantly commenced firing, on the enemy with great effect, and I had the satisfaction to see her totally destroyed. She proved to be the Spanish privateer schooner Babillon, mounting 2 six-pounders, with a complement of 45 men, three days from Coro without making any capture. The above vessel being of considerable annoyance to the Curaçoa trade, I feel a peculiar satisfaction in stating her loss.

I remain, &c.

(Signed) J. T. RORIE.

To Charles Brisbane, Esq. Senior Officer at Curaçoa.

NOVEMBER 7.

Extract of a Letter from the Right Hon. Lord Gardner, dated Ville de Paris, Torbay, November 5, 1807, to the Hon. W. W. Pole.

I enclose herewith a letter from Captain Malcolm, dated the 1st ultimo, received by this post from Lisbon, giving an account of his having, on the preceding day, driven three Spanish row-boats on shore to the southward of Oporto.

His Majesty's Ship Narcissus, Oporto, October 1, 1807.

MY LORD,

I have to inform your lordship, that yesterday, at half-past 12, I heard some guns to the S. W. I immediately slipped and made sail in that direction, and, in half an hour, observed the Fervent gun-brig in chase of three row-boats, which hoisted Spanish colours; at 3 we came up with them, about four leagues to the southward of Oporto; by this time they were close in shore, and the surf being very high, they let go their anchors at the

back of it; I immediately sent the large cutter with an officer to attack and bring them out, supported by the gun-brig, who could go within musket-shot of them; on their observing this, they immediately ran their boats on shore, and, I am informed, they are totally lost. The men, consisting of 90, got on shore.

I have the honour to be, &c.

(Signed) C. MALCOLM.

To the Right Honourable Allen Lord Gardner.

Naval Courts Martial.

ON the 29th of October, a court martial was holden on board the Gladiator, on Mr. Hartree, master of the Jamaica, for drunkenness and contempt towards Captain Lysaght. The court sentenced him to be severely reprimanded, and admonished him to be more careful.

A court martial has been held on Captain Lord Viscount Falkland, of his Majesty's ship Quebec, for drunkenness, and ungentlemanlike conduct. He was sentenced to be dismissed his ship. The prosecutor was the first lieutenant of that ship, whom Lord Falkland had before tried, but he was most honourably acquitted.

A court martial on the purser of l'Aigle has sentenced him to be dismissed.

A court martial has been held on Mr. S. J. Dickinson, assistant surgeon of the Hindostan, for repeated insolence and disrespect to his superior officers, and sentenced him to be dismissed.

A court martial has been held on Lieutenant Hill Warren, of the Hyacinth, at Sheerness, for drunkenness, and behaving unlike an officer and a gentleman: when the charges were in part proved, and he was sentenced to be dismissed the ship.

A court martial has been held on board the Salvador del Mundo, the guardship in Hamoaze, on Mr. Thomas Forrest, master of his Majesty's ship l'Aigle, for disobedience of orders and contempt: the charges being proved, he was sentenced to be dismissed from the navy, and rendered incapable of ever serving again in that situation; but to serve before the mast on board such ship as the Admiralty may think proper to direct.

A court martial has been held on board the Gladiator, on Lieutenant Kirk, of the royal marines, upon charges brought against him by his superior officer, Captain Abbott, R. N. for disobedience of orders, with contempt and neglect of duty: he was honourably acquitted, and the charges were deemed frivolous by the court, without his calling any witness in his defence.

A court martial on board the Gladiator, on Mr. W. W. Hutchinson, surgeon of the Jamaica, for provoking speeches and gestures towards Mr. J. Mascall, lieutenant of marines of that ship: he was sentenced to be reprimanded.

Lieutenant Helpman, of the said ship, has since been tried for striking a serjeant and a marine centinel when on duty, and sentenced to be dismissed his Majesty's service.

A court martial was held on the 19th November, at Sheerness, on board the Magnanime, to try Lieutenant William Skelton, on charges exhibited against him by Captain Crofton, for drunkenness, disobedience of orders, &c. when the court was proceeding as usual, the prisoner was suddenly seized with convulsions, on account of which the court adjourned till Monday, when having re-assembled, he was sentenced to be dismissed his Majesty's sloop Wanderer.

Promotions and Appointments.

Sir Samuel Hood has re-hoisted his flag at Portsmouth, on board the Centaur, Captain Webb.

Mr. Ford Brown, purser of his Majesty's ship Magicienne, is appointed, at the recommendation of Admiral Sir Isaac Coffin, to be purser of l'Aigle at Portsmouth, *vice* Andrews.

Mr. Thomas Hanna, surgeon of the Diana, is appointed to the Undaunted, and Mr. A. Smith, surgeon of the Undaunted, is appointed to the Diana.

Lieutenant Thomas Montgomery, late 2d lieutenant of the Uranie, is appointed to the Hyacinth sloop, at Harwich, *vice* Warren dismissed.

Sub-Lieutenant Pritchard, who behaved so gallantly in the Dexterous gun-brig, in the Gut of Gibraltar, is confirmed a lieutenant, and appointed to the Excellent. He is the son of Mr. Pritchard, superintendant master at Portsmouth.

Mr. R. M. Whichelo, of Gosport (late clerk of his Majesty's ship Thalia) is appointed purser of his Majesty's sloop Egeria.

Captain Lant is appointed to the Diana.

Captain Malling, late of the Diana, to the Undaunted.

Mr. Wynter is appointed surgeon of the Lightning fire-ship.

Mr. James Fuller, surgeon of the Triton, receiving ship at Waterford, is appointed surgeon of the Tromp, hospital ship at Falmouth.

Mr. James Moffatt, surgeon of the Tromp, hospital ship, is appointed surgeon of the Jamaica.

Captain Conn, of the Hibernia, is appointed to the Swiftsure, of 74 guns, at Portsmouth.

Sir Sidney Smith has hoisted his flag, *pro tempore*, on board the London: on his arrival at Cork, it is to be shifted to the Hibernia, of 120 guns, Captain Schomberg.

Rear-Admiral Keates has hoisted his flag on board the Superb, and has a squadron of 12 sail of the line under his command, ready to sail, at St. Helens.

Lieutenant Hanchett, first lieutenant with Admiral Lord Gambier at Copenhagen, is confirmed in the Frederikswarren, the frigate captured by the Comus, Captain Heywood.

Captains Stodart, Hawtayne, Deans, Jackson, and Cheetham, are promoted to the rank of post captains.

Vice-Admiral Sir Henry Edwin Stanhope has re-hoisted his flag on board the Matilda, hospital ship, at Woolwich, having returned from the expedition to Copenhagen.

Rear-Admiral Essington has shifted his flag, *pro tempore*, from the Minotaur, to the Maida, Captain Samuel Hood Linzee.

Rear-Admiral Albermarle Bertie has shifted his flag from the Foudroyant to the Bellerophon, Captain Rotherham, the Foudroyant being one of the squadron put under the command of Sir Sidney Smith.

Hon. Captain Percy, to the Comus; Captain Bullen, to the Volontaire; Captain Goate, to the Mosquito sloop; Captain Parker, to the Derwent, *vice* Goate.

Captain King, who acted as captain under Sir Home Popham, at the capture of Buenos Ayres, is promoted to the rank of post captain, as also are Captains Croft, Beauman, Salt, Bowles, and Phillimore.

Lieutenant Victor Fielding is appointed to the Diana frigate.

Doctors Andrew Baird and John Weir, the inspectors of naval hospitals, &c. have been ordered by the Right Hon. the Lords Commissioners of the Admiralty to reside constantly at the two principal sea ports; the former goes to Plymouth, and the latter to Portsmouth.

His Majesty in council has been lately pleased to grant to several of the gentlemen employed in the naval departments in London, a considerable increase of salary, viz. in the Admiralty, Navy, Transport, and Victualling Offices.

Mr. Provo Wallis, son of P. Wallis, Esq. of the naval yard, Halifax, Nova Scotia, is appointed by Admiral Berkeley, commander in chief on that station, to be Lieutenant of his Majesty's ship Triumph, commanded by Sir Thomas M. Hardy, the old friend and companion of the immortal Nelson.

Captain Barret is appointed to the Minotaur, one of Admiral Keate's squadron, vice Captain Mansfield, who is so unwell as to be obliged to come on shore.

Mr. T. M. Chevers is appointed surgeon of his Majesty's ship the Loire, at Deptford.

Captain O'Connor lately appointed to the Leveret sloop, vice Salt, promoted, has been unfortunately driven on shore near Yarmouth, in the late gales, and has been obliged to quit the ship and leave her to her fate: she shortly after foundered. He was cast away in the last ship he commanded near Sandown fort, in the Downs, the Hannibal armed ship of 16 guns.

Captain William Mitchell is appointed Commissioner for the payment of wages to his Majesty's ships and vessels at Sheerness, vice Lumsdaine, promoted to the rank of Rear Admiral of the Blue.

Captain George Hart is appointed Commissioner afloat at Portsmouth, for the payment of his Majesty's ships and vessels, vice Captain John Hunter, promoted to the rank of Rear Admiral of the Blue.

Lieutenant Breme, of the Psyche Frigate, is promoted to the rank of Commander, and appointed to the Rattlesnake sloop of war, in the East Indies.

Captain G. Reynolds is appointed Paying Commissioner afloat at Plymouth, vice Sawyer, promoted to be Rear Admiral of the Blue.

Captain Beazeley, to the command of the Sea Fencibles, at Deal.

Mr. T. Ferris is appointed to be Lieutenant of the Centaur, the flag ship of Rear Admiral Sir Samuel Hood.

Mr. Hulbert, late purser of the Camperdown, is appointed to be Secretary to Vice Admiral Sir J. B. Warren, commander in-chief on the Halifax station.

Mr. Pye, purser of the Saturn, is appointed to the Rodney, now building, and Mr. W. Christie is appointed to succeed Mr. Pye as purser of the Saturn.

Captain Parker is appointed to the command of the Curlew sloop, at Woolwich.

The Lords of the Admiralty have disposed of the new appointments of master riggers in the Dock-yards in a way that will much gratify the public: that of Chatham Dock-yard is given to J. Cressy, the Sunderland man, who in Lord Duncan's action nailed the flag to the mainmast of the Venerable: that of Plymouth, to T. Wilmot, who was boatswain of the Victory, in the glorious battle of Trafalgar.

The naval flag is hoisted on the New Naval Asylum, Greenwich-park, although no governor is yet declared; the appointment, it is said, lies between Captains Penrose and Dacres.

Commissioner Inglefield is arrived from Halifax, Nova Scotia.

Captain King, late governor of New South Wales, is arrived in London; he came home in the Buffalo, commanded by Lieutenant Houston. The accounts relating to the alarming scarcity in that settlement are but too well founded.

The Honourable Captain Blackwood, late of the Ajax, is appointed to the command of the Warspite at Chatham.

The Lords of the Admiralty have appointed D. I. W. Compton, Esq. to be Judge of the Vice-Admiralty court at Barbadoes, in the room of John Bedford, Esq. deceased.

His Majesty the King of Sweden has conferred on Rear Admiral D'Auvergne Prince of Bouillon, and on Lord Viscount Trafalgar, the nephew of the immortal Nelson, in respect to his memory, the order of St. Joachim, which orders were sent to this country by the Claudia cutter, Lieutenant Lord.

Captain A. W. Schomberg, brother to Captain Schomberg, of the Hibernia, is appointed to command the Loire frigate, lately repaired at Deptford.

Captain Heywood is appointed to the Astrea; Captain Thompson, of the Fly (son of Mr. Thompson, of Portsmouth Dock-yard) is promoted to a Post-Captain, and appointed to the Fuerte. Lieutenant Boxer, of the Pompee; Lieutenant A. Lowe, of the Prince of Wales; and Lieutenant G. Watts, of the Comus, are promoted to commanders. Captain A. Lowe, is appointed to the Curlew; Captain J. R. Phillips, of the Bonetta, is promoted to a Post Captain; the Hon. Captain Poulett, is appointed to the Quebec, instead of Lord Viscount Falkland, dismissed the command, for unofficerlike behaviour; Mr. Jackson, of the Lively, is promoted to a Lieutenant; Mr. W. A. Davies, purser of the Poulette, is appointed to the Hotspur frigate, building at Parson's yard, Warsash.

Captain Rutherford, of the Bellerophon, is appointed to command the sea fencibles at Harwich.

Lieutenant Mould, of the royal artillery, is appointed second lieutenant of the Neptune, of 98 guns.

Captain Dumeresq, to the Diomede, of 50 guns, at Portsmouth.

Lieutenant John Rickman, late warden at the dock-yard at Woolwich, is appointed to the Royal Hospital at Greenwich, in lieu of Lieutenant Peter Vancourt, deceased.

J. Hollingworth, Esq. one of the principal clerks of the Admiralty, has retired, after a long and faithful servitude of near 30 years.

Mr. Joseph Primrose is promoted to the rank of surgeon, and appointed to his Majesty's sloop, Talbot.

Mr. John Acton is promoted to be surgeon of his Majesty's sloop Eclipse.

Mr. Burnside is promoted to be surgeon of the Nautilus.

Mr. Robert Chambers is promoted to the rank of surgeon, and appointed to the Railleur.

Lieutenant H. Weir, late commander of the Ferreter gun-brig, which was captured in the river Ems, is appointed to command the Alban cutter, at Falmouth.

A List of Midshipmen who have passed their examination for Lieutenants on the first Wednesday in November:—W. Mitten, C. C. Owen, H. Parker, R. E. Twigg, W. Burchell, J. Roscoe, C. J. Delancy, N. Odger, Hon. K. Somerville, R. J. Gordon, T. Townsend, W. Houghton, J. Shepherd, and J. T. Carter.

BIRTHS.

At Portsea, the lady of Lieutenant Cheeseman, of the royal navy, of a daughter.

The lady of Captain Peter Paget, of the royal navy, of a daughter.

Lately, at Yarmouth, of twins, both boys, the wife of William Bakely Page, Esq. purser of his Majesty's ship Ruby.

MARRIAGES.

On the 20th of November, at St. Andrew's, Holborn, Captain Pringle Stoddart, of the royal navy, to Miss Frances Sprot, niece to Mark Sprot, Esq. of King's-road, Bedford-row.

On the 17th instant, at Minster, in the Isle of Sheppy, Captain Morris, of the royal navy, to Miss Bentham, of Danby, near Sheerness.

Rev. C. Mann, of Danver, Norfolk, to the youngest daughter of Rear-Admiral M'Dougall, of Catton.

On the 19th November, at Bath, Captain Phillips, of the royal navy, to Miss Albrecht, of that city.

OBITUARY.

On the 17th instant, at Fallowden, near Alnwick, Northumberland, the Right Honourable Earl Grey, K. B. a general in the army, commander of the 3d regiment of dragoons, governor of Guernsey, &c. and the only remaining officer who commanded under the immortal Wolfe, at Quebec, to whom he was an aid-de-camp; he was also at the battle of Minden; in 1802 he was created Baron Grey, and, on the 1st April, 1806, Earl Grey; and is succeeded in his titles by his eldest son, the Right Honourable Lord Viscount Howick. He has two other sons, one of which, the Honourable George Grey, is commissioner of the dock-yard at Portsmouth; his eldest daughter is married to Mr. Whitbread, and the youngest lately married Captain G. E. B. Bettesworth, of the royal navy.

Lately, at Malta, Mr. Peter A. Serra, assistant surgeon of his Majesty's store-ship Prevoyante.

On the 20th of September, at Barbadoes, John Bedford, Esq. judge of the court of vice-admiralty of that island, and brother of Lieutenant Frederick Bedford, of the Royal Hospital at Greenwich.

At Yarmouth, Mrs. Larke, wife of Lieutenant William Larke, governor of the naval hospital at that place.

At Croydon, Captain Henry Burgess, late of the Earl of Chesterfield East Indiaman.

Mr. John Notley, surgeon of his Majesty's sloop Moucheron, supposed to have foundered in the Mediterranean.

At Jersey, Mr. H. Foreman, assistant surgeon of his Majesty's ship Cerberus, Captain Selby.

Mr. Salathiel Ward, assistant surgeon of the Adder gun-brig, which was captured by the enemy. Died a prisoner in France.

On the 17th November, Captain Thompson, of the Earl of Leicester packet.

On the 20th August, at Kingston, Jamaica, David Innes, Esq. naval officer.

On the 2d November departed this life, the Right Rev. Doctor William Markham, lord archbishop of York, primate of England, lord high almoner to the King, and visitor of Queen's College, Oxford; he was translated from Chester to the archiepiscopal see of York, in 1776, on the demise of Dr. Robert Drummond; his grace, before his translation, was chosen, by his

Majesty, preceptor to his Royal Highness the Prince of Wales, for whom he preserved the most affectionate attachment to the close of his existence. His grace has left several sons; one of whom is a rear-admiral of the British fleet, and another chancellor of the diocese of York.

At Jamaica, D. James, Esq. of the royal navy.

About the middle of November, at Craven-place, Craven-hill, C. H. Lane, Esq. of the royal navy, and late commissioner in the island of Antigua.

On the 29th October, at Purbrook, Capt. T. Hawker, of the royal navy.

At Malta, on the 28th August last, Mr. John Reid, purser of his Majesty's ship Queen.

Lately, in London, R. H. May, Esq. formerly of the royal navy.

NAVAL COMMERCIAL REPORT.

New Lloyd's Coffee-House, Nov. 26, 1807.

Since our last Report, a small fleet, consisting of four East Indiamen, have arrived; viz. the Lord Eldon and Fortune, from Bengal; and the Lord Keith, and Ocean, from Bengal and Bencoolen; their cargoes consist of the following merchandize: viz.

Company's Goods—Saltpetre, 7,050 bags; sugar, 5,827 bags; coffee, 4 bags; hemp, 96 bales; black pepper, 1,450,811*lbs.*; white pepper, 149,873*lbs.*

Privilege Goods—Cotton, 1,190 bales; piece goods, 4 bales; Vermilion, 17 boxes; camphire, 26 boxes; indigo, 1,462 chests; raw silk, 150 bales; sugar, 973 bags; hides, 10 boxes; cotton thread, 6 bales; gum arabic, 177 chests; Madeira wine, 17 pipes, and 7 half-chests; sal ammoniac, 23 chests; Rice, 2 bags; Benjamin, 71 bags, and 63 chests; besides several other parcels of goods, the particulars of which are not yet known.

The Honourable the East India Company have declared for sale the following goods: viz.

Privilege, 6,016 bales, cotton wool.—*Private Trade*, 786 bales, cotton wool. *On Friday, 27th November*, 1807.—*Prompt, 19th March*, 1808.

Company's, 37,000 cwt. sugar.—*On Tuesday*, 1st *December*, 1807.—*Prompt*, 11*th March*, 1808.

Company's damaged Piece Goods.—*On Wednesday*, 16*th December*, 1807.—*Prompt*, 19*th March*, 1808.

The distribution of the British naval force up to this time is as follows:—At sea, 100 ships of the line; eleven from 50 to 44 guns; 141 frigates; 175 sloops, &c. and 175 gun-brigs, and smaller vessels; making a total of 602 ships of war, which added to those in commission and under repair, including the guard-ships, give, 146 of the line, 21 from 50 to 44 guns; 180 frigates; 219 sloops, 224 gun-brigs, &c. making a total of 790 ships of war. Exclusive of these, there are 44 sail of the line building, and 45 in ordinary, forming the proud, the unparalleled aggregate of 235 sail of the line, independent of the Danish fleet.

The last fleet we may expect from Portugal has been now 36 days at sea, on board of which fleet are all the British subjects who have been resident at Lisbon and Oporto, with all their effects, &c. they may be hourly expected, as the Lavinia frigate is arrived at Portsmouth, and parted the fleet the 8th instant (consisting of 35 sail) in the gale of wind off Cape Finisterre.

The Aboukir, of 74 guns, was preparing for launching a few days ago, from Brenchley's yard, at Frinsbury, near Chatham, when being checked by something under water, she was thrown into a most perilous situation, and it is doubtful whether she can be got off. The captain of the Orion, of 74 guns, with every officer, &c. belonging to the dock, used every exertion possible on the occasion.

There is every probability of our having somewhat like a guarantee of the good faith of Russia, as the Russian squadron now in the Mediterranean, is, by particular request, to be permitted to winter in a British port.—We mentioned some time ago that the Russian fleet which has lately been employed against the Turks in the Mediterranean, had put into Gibraltar. Some apprehensions were at that time entertained that it was the intention of the Russian admiral to proceed from thence to Cadiz. We should be extremely sorry if Admiral Siniavanin had made such an attempt, because it must have produced the most serious consequences, for we have strong reason to believe that it was the firm intention of the admiral commanding the blockading squadron off Cadiz to oppose their entrance.

NEW LLOYD'S COFFEE-HOUSE, 26TH Nov. 1807.

PREMIUMS OF INSURANCE.

LONDON to	
The East Indies	7 guis. per cent.
Out and home -	12 ditto
Jamaica -	8 ditto, ret. 4l.
Leeward Islands -	8 ditto do.
Musquito shore -	10 ditto.
America (their ships)	5 ditto.
Ditto (British ships) -	10 ditto, ret. 5l.
Newfoundland -	8 ditto.
Greenland, (out and home)	10 ditto.
Southern Fishery (ditto)	20 ditto.
Mediterranean, -	10 ditto, ret. 5l.
Lisbon and Oporto -	no premium.
Stockholm - - / Gottenburg - -	5 ditto.
Tonningen (Neutrals) -	2½ ditto.
Dublin, Waterford, Cork, Newry, or Belfast,	2½ ditto.
Limerick and Galway -	3 ditto.
Bristol, Wales, Chester, Liverpool, Whitehaven, &c.	2 ditto.
All parts of Scotland	2½ ditto.
Hull or Gainsborough	1½ ditto.
Guernsey, Jersey, or Alderney -	2 ditto.
JAMAICA to	
The American States -	15 gs. withreturns
Quebec or Montreal -	12 ditto.
Newfoundland - -	12 ditto.
London, Liverpool, Bristol, Dublin, Cork, &c.	10 ditto.
LEEWARD ISLANDS to	
Quebec, Montreal, Newfoundland, &c. - - -	12 ditto.
American States - -	10 ditto.
Cork, Waterford, or Dublin	8 ditto, ret. 4l.
Bristol, Chester, Liverpool,	ditto, ditto.
NEWFOUNDLAND to	
American States - -	5 guineas.
Jamaica and Leeward Islands	15 ditto.
Lisbon or Oporto - -	no premium.
Plymouth, Dartmouth, Exeter, &c.	8 ditto, 4l.
Bristol, Liverpool. &c.	ditto, ditto.
Dublin, Cork, &c. - -	ditto, ditto.
Portsmouth, London, &c. -	ditto, ditto.
QUEBEC to	
Great Britain or Ireland - -	12 ditto, ret. 6l.
DENMARK or SWEDEN to	
Bengal or China - / Out and home -	no premium.

ROYAL EXCHANGE, LONDON, 26TH Nov. 1807.

COURSE OF EXCHANGE.

Amsterdam	35 7	Palermo	92 per oz.
Ditto, at sight	34 11	Leghorn	49¾
Rotterdam	11 4	Genoa	45½
Hamburgh	34 4	Venice	52
Altona	34 5	Naples	42
Paris	24 4	Lisbon	60
Bourdeaux	24 4	Oporto	60
Madrid	40 0	Dublin	10¾
Cadiz	39 0½	Cork	11¼
Bilboa	39 0½	Agio of the bank of Holland	5½ per cent.

PRICES OF BULLION.

Portugal Gold, Coin and Bars,	per oz.	£4	0	0
New Dollars	ditto	0	5	5
Silver in Bars, standard	ditto	0	5	6

THE NAVAL PRICES CURRENT OF MERCHANDIZE. London, 26th November, 1807.

☞ B. *stands for Barrel*—Bt. *for Butt*—C. *for Cwt.*—F. *for Fodder*—Ft. *for Foot*—H. *for Hundred*—L. *for Load*—P. *for Pipe*—Ti. *for Tierce*—T. *for Ton.*

		per	from l.	s.	d.	to l.	s.	d.
PITCH. -	British - -	C.	0	12	6	0	13	6
	Swedish - -	C.	0	12	6	0	13	6
TAR. - -	Stockholm - -	B.	1	10	0	1	11	6
	Archangel - -	B.	1	5	6	1	7	0
	American - -	B.	1	8	0	1	9	6
ROSIN. - -	British black -	C.	0	10	0	0	11	0
	Ditto yellow - -	C.	0	11	0	0	12	6
	American black -	C.	0	6	0	0	7	6
	Ditto yellow - -	C.	0	8	6	0	9	6
TURPENTINE.	American - -	C.	0	19	0	1	1	0
OIL.	Linseed - -	T.	42	0	0	43	10	0
	Newfoundland Cod -	T.	25	10	0	26	0	0
LEAD. - -	In pigs - -	F.	30	0	0	0	0	0
	In bars - -	T.	31	0	0	0	0	0
	Milled or sheet -	T.	33	0	0	0	0	0
COPPER. -	Foreign -	C.	7	7	0	0	0	0
	Unmanufactured -	C.	7	14	0	0	0	0
	Manufactured -	lb.	0	1	5	0	1	6
TIN. - -	In bars - -	C.	6	8	6	0	0	0
	In blocks - -	C.	6	6	0	0	0	0
IRON. - -	British bars - -	T.	15	0	0	16	0	0
	Old sable - -	T.	21	10	0	24	0	0
	New sable - -	T.	21	0	0	23	0	0
	Swedish - -	T.	25	0	0	26	0	0
HEMP. - -	Riga Rhine - -	T.	64	0	0	65	0	0
	Ditto outshot - -	T.	61	0	0	62	0	0
	Petersburg clean -	T.	64	0	0	65	0	0
	Ditto outshot - -	T.	62	0	0	63	0	0
	Ditto half clean -	T.	57	10	0	58	0	0
	Ditto codilla - -	T.	31	10	0	32	10	0
BRIMSTONE.	Rough - -	T.	21	10	0	24	0	0
	Foreign - -	T.	30	0	0	32	0	0
FLAX. -	Riga - -	T.	69	0	0	70	0	0
	Petersburg - -	T.	72	0	0	73	0	0
SALTPETRE.	East India rough -	C.	2	11	0	2	12	0
	British refined -	C.	3	1	0	3	2	0
TIMBER. -	Dantz 3 inches by 40 feet.	L.	8	5	0	9	0	0
	Ditto fir - -	L.	8	0	0	9	0	0
	Memel fir - -	L.	7	10	0	8	10	0
	Riga fir - -	L.	8	0	0	8	5	0

		per	from l.	s.	d.	to l.	s.	d.	
BEEF. -	Irish mess - -	Ti.	6	0	0	6	10	0	
	India - -	Ti.	8	0	0	8	10	0	
PORK. -	Irish mess - -	B.	4	10	0	4	13	0	
	India - -	T.	7	5	0	7	10	0	
BUTTER. -	Rose, Cork - -	C.	5	5	0	5	7	0	
	Waterford - -	C.	5	3	0	5	5	0	
CHEESE. -	Foreign - -	C.	None.			0	0	0	
WINE. -	Port - -	P.	80	0	0	95	0	0	
	Sherry - -	Bt.	85	0	0	105	0	0	
	Lisbon - -	P.	80	0	0	90	0	0	
	Madeira - -	P.	90	0	0	130	0	0	
	Claret - -	Hhd.	80	0	0	90	0	0	
SPIRITS. -	Arrac - -	Gal.	1	0	0	1	5	0	
	Cog. Brandy - -	Gal.	1	1	0	1	2	0	
	Spanish ditto - -	Gal.	0	18	0	0	19	6	
	Jamaica Rum -	Gal.	0	16	0	0	17	6	
	Leeward Island, ditto -	Gal.	0	15	6	0	17	0	
WEST INDIA PRODUCE, &c.									
RUM. -	Jamaica - -	Gal.	0	3	1	0	4	0	On board.
	Leeward Island -	Gal.	0	2	6	0	3	2	On board.
SUGAR.	Jamaica - -	C.	2	13	0	4	4	0	
	Barbadoes, &c. -	C.	2	13	0	3	16	0	
	Ditto fine clayed -	C.	3	15	0	5	0	0	
COFFEE. -	West India - -	C.	4	4	0	6	0	0	
	Mocha - -	C.	6	17	0	7	2	0	
COCOA. -	West India - -	C.	3	15	0	5	12	0	
COTTON. -	Ditto - -	lb.	0	1	3	0	1	10	
GINGER. -	Jamaica - -	C.	2	17	0	3	2	0	
	Barbadoes - -	C.	3	18	0	4	10	0	
TAMARINDS. -	- - - -	B.	4	5	0	4	10	0	
LOGWOOD.	Jamaica - -	T.	11	0	0	12	0	0	
	Honduras - -	T.	11	10	0	12	0	0	
HIDES. -	Buenos Ayres - -	lb.	0	0	$5\frac{1}{2}$	0	0	8	
	West India - -	lb.	0	0	$5\frac{1}{8}$	0	0	$7\frac{1}{2}$	
IVORY. -	Elephants' Teeth -	C.	30	10	0	34	0	0	
	Ditto Scrivelloes -	C.	18	10	0	24	10	0	
COCHINEAL.	Spanish - -	lb.	0	18	0	1	8	0	
	East India - -	lb.	0	2	6	0	5	3	

BIOGRAPHICAL MEMOIR OF

SIR EDWARD PELLEW, Bart.

REAR-ADMIRAL OF THE RED SQUADRON.

" So stalks the lordly lion from his den,
Rous'd by the hollow cries of dogs and men;
With fiery glance he eyes the foe afar,
And scorns to wait the slow approaching war."
W. Carey.

IF ever tried valour, and fortitude, were entitled to superior notice, they are at this moment, when a " world in arms" stands forth, to threaten our very existence as a nation.

It is with much pleasure that, at a time of trial—of trial, but not of dismay—like the present, we select, for the biographical department of the Naval Chronicle, an officer so distinguished in the service of his country, as Sir Edward Pellew.

This gentleman, whose spirit of professional enterprise ranks him with the first naval commanders of the day, has been stated to have been born in Devonshire; but we are assured, from indubitable authority, that Dover is the place which had the credit of giving him birth. This, however, is a point of but slight importance.

Mr. Samuel Pellew, we believe, was bred to the sea service; but, having an opportunity of settling more advantageously, he retired from it early in life. Edward, his second son, the subject of this memoir, was destined to the same profession. One of the earliest ships in which he served, as midshipman, was the Alarm frigate, commanded by Captain Stott, on the Mediterranean station. At the time alluded to, which was before the American war, the late Admiral Lord Hugh Seymour* was a lieutenant in the Alarm. Some misunderstanding arising between Captain Stott and Mr. Pellew, in which the former is

* For a memoir of this officer, the reader is referred to the second Volume of the Naval Chronicle, page 357.

understood to have been culpable, his lordship had an opportunity of rendering a material service to the young midshipman; a circumstance which united them by a firm and lasting friendship.

About the same period, or, perhaps, rather before, Mr. Pellew was the messmate of Aaron Graham, Esq. one of the present magistrates for the city of Westminster.*

In the year 1779, or 1780, Mr. Pellew was made a lieutenant; and was soon after nominated to the command of a small vessel; a very gratifying appointment, to a young man of his ardent and enterprising disposition.

Early in 1782, whilst commanding the Resolution cutter, of 12 guns, and 75 men, in the Channel, he fell in with the Flushing, a Dutch privateer, of 14 guns, and 68 men. A sharp engagement, which lasted for an hour and a half, ensued; in the course of which, one of the Dutchmen was killed, and six were wounded.

On the 31st of May, in the same year, having passed through the intermediate rank of master and commander, he received his post captain's commission; and, at the close of the American war, in January, 1783, he commanded the Dictator, of 64 guns, at the Nore.

The ensuing peace left him for some time without employment; but, in 1790, and 1791, he served as the late Vice-Admiral Milbank's captain, in the Salisbury, of 50 guns, on the Newfoundland station.

The war of the French revolution, which broke out in the year 1793, afforded more ample scope for the display of his talents; and, having obtained the command of la Nymphe frigate, of 36 guns, and 220 men, he was not long without an opportunity of furnishing a striking proof of his professional merit.

On the 19th of May, la Nymphe sailed from Spithead, in

---

* A son of this gentleman, Edward Lloyd Graham, Esq. was bred under Sir Edward Pellew, and was promoted to the rank of post captain on the 8th of May, 1804.

company with the Venus frigate, commanded by the present Rear-Admiral Faulknor, on a cruise to the southward; on the 25th, they separated in chase; and, on the 27th, about day-light, the Venus fell in with the Proserpine, a large French frigate, of 36 guns, besides carronades. A close engagement followed, and lasted for three hours and a half; at the expiration of which, the Proserpine being on the eve of striking her colours, her consort, the Cleopatra, bore down to her assistance, and rescued her from the Venus. Had Captain Pellew's ship, la Nymphe, been fortunate enough to come up, both of the French frigates must inevitably have been captured.*

The Cleopatra, however, though of much greater force than la Nymphe, was soon compelled to yield to the superior prowess of the officers and crew of that ship. On the 18th of June following, Captain Pellew fell in with her, off the Start; and, after a severe action, which lasted, with unabated fury, for fifty-five minutes, she surrendered, having lost her captain, and most of her officers being wounded.

The subjoined is an extract from Captain Pellew's official letter upon the subject, addressed to Mr. (now Sir Philip) Stephens, and dated off Portland, June 19, 1793:—

"I have the honour to inform you, that at daylight yesterday morning, I was so fortunate as to fall in with the national French frigate la Cleopatra, mounting 40 guns, and manned with 320 men, commanded by Monsieur Jean Mullon, three days from St. Maloes, and had taken nothing.

"We brought her to close action at half-past six, and in fifty-five minutes took possession of her; the two ships having fallen on board each other, we boarded her from the quarter-deck, and struck her colours; and finding it impossible to clear the ships, then hanging head and stern, we came to anchor, which divided us, after we had received on board 150 prisoners. The enemy fought us like brave men, neither ship firing a shot until we had hailed. Her captain was killed; three lieutenants wounded; the number of men not yet ascertained; but, from the best accounts, about sixty; her mizen-mast overboard, and her tiller shot off.

---

* An interesting account of this action appears in the XVIth Volume of the NAVAL CHRONICLE, page 8.

"I am extremely concerned she was not purchased at a less expence of valuable officers and men, on our part, whose loss I cannot sufficiently regret, and to whose gallantry I cannot possibly do justice; we had 23 men killed, and 27 wounded, of which a list is enclosed.

"I am very particularly indebted to my first lieutenant, Mr. Amherst Morris, and no less so to Lieutenants George Luke and Richard Pellowe, and I was ably seconded on the quarter-deck by Lieutenant John Whitaker, of the marines, and Mr. Thomson, the master; and I hope I do not presume in recommending those officers to their lordships' protection and favour: and I should do injustice to my brother, Captain Israel Pellew, who was accidentally on board, if I could possibly omit saying how much I owe to him for his very distinguished firmness, and the encouraging example he held forth to a young ship's company, by taking upon him the direction of some guns on the main-deck."

A list of the killed and wounded on board his Majesty's ship la Nymphe, Edward Pellew, Esq. Captain, in an engagement with la Cleopatra, a French frigate, off the Start, on the 18th of June, 1793.

Killed.

Mr. Tobias James, boatswain; Mr. Richard Pearse, master's mate; Mr. George Boyd, midshipman; Mr. John Davies, ditto; and Mr. Samuel Esdall, ditto; together with 14 seamen, and four private marines.

Wounded.

Mr. George Luke, 2d lieutenant; Mr. John A. Norway, midshipman; Mr. John Plaine, ditto; and Mr. John Whitaker, lieutenant of marines; together with 17 seamen, and six private marines.

The gallantry of this action, on both sides, is not to be surpassed. When Captain Pellew descried the enemy, he bore down in silence, till within hail, and then ordered his crew from their quarters to the shrouds, where *Long live King George the Third!* was given with three cheers. In the same manner, the French captain ordered his ship to be manned; and, standing forward on the gangway, he waved his hat, exclaiming, *Vive la Nation!* Three cheers from his men reiterated the sentiment. Captain Pellew, by putting on his hat, gave the signal for

commencing the action. The first shot was fired about half-past six, A.M. and, so closely were the ships engaged, that the crew of la Nymphe actually went from their own yards to those of the Cleopatra, and cut the men from their quarters. In the heat of the fight, the rigging of the two ships became entangled; and, as the mast of la Nymphe was much wounded, Captain Pellew was fearful lest a strain might bring it down. On the offer, therefore, of ten guineas, two seamen, in defiance of the danger, ran up the shrouds and cut the entangled parts away. A shot from la Nymphe having carried away the mizen-mast of her opponent, and another having struck off her tiller, she became ungovernable, and fell on board of la Nymphe. At this moment, from the cloud of smoke in which both ships were enveloped, their relative situations were unknown. Captain Pellew, concluding that his adversary intended to board him, prepared for his reception; but, finding that not to be the case, he immediately gave orders to board la Cleopatra. These orders were ably seconded by Lieutenant Morris, who headed the first party; and by Lieutenant Luke, at the head of the second. The latter officer struck the French colours, and hoisted the British flag, with his own hands.

The action, it has been seen, was fought on the 18th of June. On the 21st of the same month, la Nymphe, with her prize, entered Portsmouth harbour; all the ships, as she passed them, cheering her, and her crew returning the compliment.*

In the conduct of Captain Pellew, upon this memorable occasion, the ancient spirit of chivalry seemed to enjoy a temporary revival. He may be said to have fought, *con amore*, solely for the glory of his country, and for his own fame. The sentiment by which he was inspired was noble, grand, and magnanimous. He fought as heroes fight; and, when his

---

* The Cleopatra, it is worthy of remark, was the first frigate captured from the French, after the commencement of hostilities.—In the second Volume of the NAVAL CHRONICLE, page 237, is given a view of the engagement between the Nymphe and the Cleopatra, engraved by Medland, from a drawing by Mr. Pocock.

adversary fell, no mean exultation sullied the splendor of his triumph.*

His gallantry went not unrewarded. On the 29th of the same month, accompanied by his brother, Captain Israel Pellew, he had the honour of being introduced to his Majesty, by the Earl of Chatham, and of receiving his Majesty's thanks. His Majesty was also pleased to confer upon him the honour of knighthood,† and to promote his brother‡ to the rank of post captain.§

---

* The French captain, Mullon, was buried in Portsmouth church-yard, on Sunday evening, the 23d of June. The surviving officers of la Cleopatra followed the body to the grave; over which, by their direction, the following inscription was placed :—

CITOYEN MULLON,
Slain in Battle with la Nymphe,
June 18th, 1793,
Aged 42 years.

† In our memoir of Sir Henry Trollope, (*vide* page 362 of the present volume) we took an opportunity of adverting to the almost sacred light in which knighthood was regarded in former times. It might have been added, so highly used this honour to be venerated in Scotland, that, before the reign of Malcolm IV. it had become a sort of maxim, that a prince could scarcely be considered as a king till he had been made a knight. *Vide* CHALMERS's "*Caledonia.*"

‡ Captain Israel Pellew, an account of whose professional services we shall perhaps lay before our readers, at some future time, is a younger brother of Sir Edward.—In the IIId Volume of the NAVAL CHRONICLE, page 197, will be found an interesting account of the loss of his Majesty's ship Amphion, of 32 guns, commanded by Captain I. Pellew, which was blown up in Hamoaze, on the 22d of September, 1796. Captain Pellew, and his first lieutenant, who were taking their wine after dinner, sprang from the cabin windows, after having been thrown from their seats, and stunned, by the first explosion. The former saved himself, by leaping on a hawser: the latter, by swimming. Captain Swaffield, of the Overyssel, who dined with them, but was supposed to have been more violently affected by the shock, was not so fortunate as to escape. The Amphion had, at that time, just received an order to join Sir Edward Pellew's squadron.

Captain Israel Pellew attained the rank of commander, at the conclusion of the American war; after which, for a considerable time, he remained upon half-pay. In 1801, he commanded the Cleopatra frigate, in the West Indies. Some time after the commencement of the present war, he was nominated to a 74-gun ship, destined for the Mediterranean; subsequently, he was stationed with the squadron off Rochefort; and, at the glorious battle of Trafalgar, "when Nelson fell, and England conquered," he commanded the Conqueror, of 74 guns.

§ Mr. Amherst Morris, the first lieutenant of la Nymphe, was also advanced to the rank of master and commander.

La Cleopatra, it should be observed, was afterwards taken into the royal navy, under the name of l'Oiseau.

Another slight capture made by Sir Edward Pellew, in the month of June, 1793, was that of the Sans Culotte French privateer of 12 guns, belonging to Nantz, which he sent into Falmouth.

Soon afterwards, he was appointed to the command of the Arethusa, a fine frigate, of 38 guns, and 280 men; which, in November, 1793, was attached to Rear-Admiral M'Bride's squadron, on board of which a body of British troops was embarked, to be escorted to Guernsey and Jersey, for the purpose of assisting the French royalists.*

When Admiral M'Bride shifted his flag from the Flora to the Cumberland, Sir J. B. Warren, who had been his captain, was appointed commodore in the former ship, and was sent to cruise off the coast of France, with a squadron of frigates. This squadron, to which Sir Edward's ship, the Arethusa, belonged, was engaged in various encounters with the enemy's batteries on shore, and with their ships at sea.—On the 23d of April, 1794, whilst cruising off Guernsey, they fell in with a squadron of French frigates, from Cancale Bay; and, after a warm engagement, of nearly three hours, the English squadron succeeded in capturing three of the enemy's ships—la Pomone, l'Engageante, and la Babet. The particulars of the action we have already given, in our memoir of Sir J. B. Warren, and in that of Rear-Admiral Murray.†—Sir Edward Pellew's ship had 3 killed, and 5 wounded, in the action; the total loss of the English being 10 killed, and 25 wounded. Sir J. B. Warren, in his official despatch, says:—"I am much indebted to Sir Edward Pellew, in the Arethusa, who was my second astern, and to the other officers and ships under my command, who exerted themselves in engaging and pursuing the enemy."

Sir Edward Pellew, with Sir J. B. Warren, was next

* *Vide* NAVAL CHRONICLE, Vol. III. page 337.

† *Vide* NAVAL CHRONICLE, Vol. III. page 338, *et seq.* and Vol. XVIII. page 136.

employed in cruising off the western coasts of Brittany and la Vendée; and, subsequently, off Brest. Whilst on the latter station, the squadron consisted of the following ships:—

Ships.	*Guns.*	*Commanders.*
Flora	36	Sir J. B. Warren.
Diamond	38	Sir Sidney Smith.
Diana	38	Jonathan Faulknor, Esq.
Arethusa	38	Sir Edward Pellew.
Artois	38	Edmund Nagle, Esq.
Santa Margaretta	36	E. Hervey, Esq.

On the 23d of August, this squadron fell in with, and drove on shore, near the Penmark Rocks, la Felicité, French frigate, of 40 guns, eighteen-pounders, and 350 men; and, soon afterwards, two corvettes, l'Espion and Alert, of 18 guns, nine-pounders, and 200 men, each (both of which had formerly been in his Majesty's service) experienced the same fate. The last mentioned ships, at first, took shelter under three batteries, in Audierne Bay; but, finding themselves closely pressed, they cut their cables, and ran on shore. Sir Edward Pellew, with the boats of the squadron, proceeded to destroy them; but, on boarding them, he found that many of their people were so dangerously wounded, that they could not be removed to the frigates, without incurring the risk of their perishing. Sir Edward, therefore, with that humanity, which appears to be one of the distinguishing traits of his character, desisted from setting fire to the vessels, and suffered their unfortunate crews to remain on board, in order that they might be relieved by their friends on shore.

In this service, the Diamond had 5 men wounded, and the Santa Margaretta, 1: the enemy sustained a loss of 20 or 30, in killed and wounded.

Almost immediately after this exploit, Sir Edward Pellew was entrusted with the following little squadron under his own command:—

Ships.	*Guns.*	*Commanders.*
Arethusa	38	Sir Edward Pellew.
Artois	38	Edmund Nagle, Esq.
Diamond	38	Sir Sidney Smith.
Galatea	32	R. G. Keates, Esq.

On the 21st of September, 1794, whilst cruising off Ushant, at day-break, he discovered, and chased, a large French frigate. Having the advantage of being to windward, he cut her off from the land; and the superior sailing of the Artois enabled Captain Nagle to come up with the chase, which, notwithstanding the great superiority of her force, he very spiritedly engaged for forty minutes; when, upon the approach of the squadron, and perceiving that the Diamond was preparing to rake her, she struck her colours. The prize proved to be la Revolutionaire, a fine new frigate, which had been lately launched at Havre de Grace, 159 feet long, and 41 feet, 7 inches, in breadth. She mounted 44 guns, and carried 370 men; 3 of whom were killed, and 5 wounded: among the latter, was Thevenard, her captain, slightly. The Artois had Lieutenant Craigy, of the marines, and 2 men, killed, and 5 wounded.—The Revolutionaire was purchased by government, and added to the navy.

Captain Nagle, who had the honour of knighthood conferred upon him, for his gallant conduct on this occasion, is, we believe, the nephew of the late celebrated Edmund Burke.

During the remainder of the year, Sir Edward Pellew continued to be employed, at intervals, in cruising in the Channel, and off the French coast.*

We shall take this opportunity of supplying a deficiency in our memoirs of Sir J. B. Warren, and Sir Sidney Smith.† On the 2d of January, 1795, in consequence of government having received accounts, that the French had sailed from Brest, with thirty-two sail of the line, and several frigates, the former commander, accompanied by the latter, sailed from Falmouth, with a squadron of frigates, to reconnoitre the port in question. Whether the Arethusa, Sir Edward Pellew's ship, was attached

---

* In addition to the captures already specified, Sir Edward Pellew, in the course of the year 1794, took the following ships:—le Quintidi, of 14 guns; la Revanche, of 12 guns; la Nouvelle Eugenie, of 16 guns; le Hyene, of 24 guns; le Vengeur, of 12 guns; l'Inconcevable, of 18 guns; l'Heureuse Nouvelle, of 22 guns; l'Heureux, of 16 guns; and la Minerve, of 16 guns.

† *Vide* NAVAL CHRONICLE, Vol. III. page 342; and Vol. IV. page 453.

to this squadron, we are not certain; but we have some reason for thinking that she was. On the day following, Sir J. B. Warren detached Sir Sidney Smith, in the Diamond, to look into Brest harbour, whilst he remained at some distance with the rest of the squadron. The wind being to the eastward, the Diamond was obliged to beat up. About two, P.M. three sail were observed working up, which were soon perceived to be French men of war; and, shortly after, one of them anchored between Ushant and Brest. At five, the Diamond was also obliged to anchor within two miles of her, to wait for the flood tide. At eleven, Sir Sidney Smith weighed, and passed within half a mile of the Frenchman, which he distinctly discovered to be a ship of the line, under jury-top-masts, and much disabled. About two o'clock, on the morning of the 4th, the Diamond was well up with the entrance of Brest, where a frigate was lying at anchor. The ebb tide making down, before it was day light, Sir Sidney Smith was obliged to keep under sail, to prevent his getting to leeward, or creating suspicion; and he continued to stand across the harbour, often within musket shot of the enemy. At day-light he stood close in; and, having satisfied himself that the French fleet were at sea, he bore away to rejoin Sir John Warren. At this time, a corvette, which was coming out of Brest, hove to, and made a signal, which, not being answered by the Diamond, she hauled her wind, and worked in again. Soon after, Sir Sidney passed within hail of the line-of-battle ship, which was still at anchor. Apparently, she had no upper-deck guns mounted, and was very leaky. Sir Sidney asked her commander, in French, if he wanted "*any assistance.*" He answered, "*No; he had been dismasted in a heavy gale, and had parted with the French fleet three days ago.*" Some farther conversation passed, after which Sir Sidney crowded sail, and stood out to sea. He had so completely deceived the Frenchmen, by the manner in which he had disguised his ship, that they had not the slightest suspicion of her being an English man of war.

In the succeeding month, Sir Edward Pellew was under the

orders of Sir J. B. Warren, who then commanded the following squadron :—

Ships.	*Guns.*	*Commanders.*
Pomone	44	Sir J. B. Warren.
Artois	38	Sir Edmund Nagle.
Arethusa	38	Sir Edward Pellew.
Galatea	32	R. G. Keates, Esq.
Duke of York (lugger)	—	————

On the 18th of February, whilst on a cruise off the Isle of Oleron, they fell in with the Nereide, of 36 guns, and twenty sail of vessels under her convoy. The English squadron pursued them half way up the Pertius d'Antioche, in sight of the Isle of Aix; but, the tide of flood setting strong up, and the wind being right in, they were obliged to haul to the wind; notwithstanding which, they captured one ship, three brigs, two luggers, one sloop, and a national schooner of 8 guns; and destroyed ten brigs, and one lugger; most of which were laden with provisions and clothing, for the fleet and army.

In March, Sir Edward Pellew again had the command of a squadron. On the 7th of that month, at day-break, being off the Penmarks, he discovered twenty-five sail of the enemy's vessels, close amongst the rocks, under the protection of a small armed ship: eight of them he took, and burnt seven: the remainder ran amongst the rocks, in such a manner as to render pursuit hopeless of success.

A circumstance occurred, at the beginning of the year 1796, which again displayed the bravery and humanity of Sir Edward Pellew, in the most interesting light. On the 26th of January, the Dutton transport, which had been forced into Plymouth, from Admiral Christian's fleet, was driven ashore, under the citadel, in a heavy gale of wind. At the time of this accident, she had nearly five hundred souls on board; most of whom, in all probability, must have perished, had it not been for the manly and intrepid exertions of Sir Edward. With the most dauntless gallantry, and at the imminent risk of his life, he reached the transport, by means of a rope, extended from the ship to the shore. His presence and authority terminated the

confusion into which every thing had fallen; by assuring the troops, that he would be the last man to quit the ship, perfect tranquility was produced; and, in the course of the afternoon, with the exception of three or four who were killed by the falling of the masts, every person was got safely on shore. The ship soon after went to pieces.

So highly did the Corporation of Plymouth appreciate this gallant and humane act, that they immediately presented Sir Edward with the freedom of the town.

On the 5th of March, in the same year, the subject of this memoir was advanced to the dignity of a Baronet, as Sir Edward Pellew, of Treverry, in Cornwall.

Some time previously to this, he had been appointed to the Indefatigable, of 44 guns. In the spring, he was employed in cruising off the coast of France, with the following squadron:—

Ships.	*Guns.*	*Commanders.*
Indefatigable........	44	Captain Sir Edward Pellew.
Argo..............	44	——— ——————— Bowen.
Revolutionaire	40	——— Francis Cole.
Concorde	36	——— Anthony Hunt.
Amazon...........	32	——— Carthew Reynolds.

On the 9th of April, Sir Edward fell in with, and captured, a whole French convoy. La Volage, of 26 guns, the convoying frigate, was driven on shore.

On the 13th of the same month, off Ushant, Sir Edward's squadron discovered, and gave chase to a French frigate, at some distance to windward. The Revolutionaire, being considerably astern of the rest of the ships, received a signal to tack, in order to cut off the chase from the shore. The night setting in extremely dark, the enemy thought to escape the vigilance of Captain Cole: at nine o'clock she bore up, but not unobserved by that attentive officer, who closed with her at half-past eleven; and, not being able to prevail upon her commodore to surrender without resistance, he opened a close and well-directed fire upon her, which was faintly returned, and, after the second broadside, she struck. At the moment of surrender, Captain Cole had given directions to board her; as both the ships were

going at the rate of ten knots an hour, under a press of sail, and were drawing near the shore. The prize proved to be the national frigate l'Unité, of 38 guns, and 255 men, commanded by M. Durand, from l'Orient to Rochfort. Nine of her crew were killed, and eleven wounded; but the Revolutionaire had not a single man hurt.

This capture afforded Sir Edward Pellew another opportunity of evincing his feeling and politeness.—On board of l'Unité, he found Madame Le Large, the wife of the Governor of Rochfort, and her family. This lady, with her son, an ensign of the frigate, Sir Edward obligingly suffered to return to France, in a neutral vessel, taking the parole of the young gentleman, not to serve again until exchanged.—L'Unité was added to the navy.

The spring of 1796 appears to have been particularly prolific in captures to Sir Edward Pellew's little flotilla. On the 20th of April, only a week after the above mentioned action, whilst lying to, with his squadron, under the Lizard, waiting till the Revolutionaire had got safe into Falmouth with her prize, Sir Edward observed a large ship standing in from the sea, which, when the private signal was made, tacked, and stood off. Certain of her being an enemy's frigate, he immediately gave chase, in company with the Amazon and Concorde. About midnight, after a chase of fifteen hours, and having run 168 miles, the Indefatigable, by her superior sailing, got alongside of the enemy, and brought her to close action, which continued without intermission, under a crowd of sail, for an hour and forty-five minutes. The enemy's ship, whose commander defended her with great bravery, had her mizen-mast and main-top-mast shot away. At this time the Indefatigable, which had also received considerable damage, unavoidably shot a-head: her mizen-top-mast and gaff were gone, her main-top-sail had been rendered useless, and her running rigging cut to pieces. She had no sail to back, until new braces could be reeved; neither did Sir Edward think it prudent to throw his ship into the wind, lest he should be exposed to a raking fire: he therefore remained, at a proper distance, a-head of the enemy, until he might be enabled to renew the attack. At this moment, the Concorde ranged up

under the enemy's stern, and Captain Hunt was preparing to rake her, when she fired a gun to leeward, and surrendered; having 15 men killed, 17 badly wounded, and 10 slightly. She proved to be the French national frigate, Virginie, of 44 guns (eighteen-pounders on the main-deck, and nines on the quarter-deck and forecastle) and 340 men, commanded by M. Bergeret, Capitaine de Vaisseau, from Brest, bound on a cruise off the Lizard.*

It is remarkable, that, in this action, the Indefatigable had none either killed or wounded.

The hull of la Virginie, when taken possession of, was a complete sieve, and she had four feet water in her hold. She was, however, a fine new frigate; and, after having received a thorough repair, Captain Hunt was appointed to command her.

On the 11th of June, Sir Edward Pellew also captured la Blonde, of 16 guns; and les Trois Couleurs, of 10 guns.

Towards the close of 1796, whilst on his old station, Sir Edward's squadron was fallen in with, and chased, by that of the French, under Rear-Admiral Richery, in passing from L'Orient to Brest. Fortunately, however, no loss ensued.

The succeeding year, 1797, commenced with a new display of the vigour and enterprise of Sir Edward Pellew. On the 13th of January, whilst cruising in the Indefatigable, accompanied by the Amazon, Captain Reynolds, about fifty leagues south-west of Ushant, he discovered a large ship in the north-west quarter, steering under an easy sail, towards the coast of

---

* During the time that Sir Sidney Smith was confined, a close prisoner, in the Temple, at Paris, M. Bergeret was permitted, by the British government, to go to France, with the view of negotiating an exchange between himself and that officer; but, being unable to succeed, he returned to England. In the spring of 1798, when Sir Sidney Smith had effected his escape from France, M. Bergeret received a letter from the secretary of state, signifying, that his Majesty had been graciously pleased, considering the trouble to which he had been put, and as a mark of the satisfaction which his conduct had afforded, to restore him to liberty, and to permit him to return to his country, without any restriction whatsoever.—This anecdote, for the credit of the British government, well deserves to be recorded.

France. This was about half-past twelve, in the day; the wind blowing hard at west, with thick hazy weather. Chase was immediately given; and, at four P.M. Sir Edward's ship had gained sufficiently upon the enemy, for him to perceive that she had two tiers of guns, with her lower-deck ports shut, and that she had no poop. At a quarter before six, Sir Edward came up with the chase, and brought her to close action, which was well supported, on both sides, for nearly an hour; when, as in the case of her contest with la Virginie, the Indefatigable unavoidably shot a-head. The Amazon now appeared astern, and gallantly supplied her place; but, as the eagerness of Captain Reynolds to second his friend had brought him up under a press of sail, his ship also, after a well-supported and close fire for a short time, unavoidably shot a-head. The enemy, deriving courage from the latter circumstance, made an attempt to board the Indefatigable. The effort failed; but she kept up a constant and heavy fire of musketry till the end of the action, frequently engaging both sides of the ship at once.

Sir Edward, with the utmost possible exertion, replaced some of the disabled rigging, and brought his ship under proper sail; and, Captain Reynolds having reduced the sail of the Amazon, a second attack was commenced; the consorts placing themselves, after some raking broadsides, one upon each quarter, frequently within pistol shot. After continuing the engagement, without intermission, for five hours longer, the Indefatigable was obliged to sheer off, to secure her masts.

About twenty minutes past four in the morning, the moon opening rather brighter than before, Lieutenant Bell, who was keeping a vigilant look-out on the forecastle, descried a glimpse of the land; and he had scarcely reported the discovery to Sir Edward Pellew, before the breakers were seen. At this critical moment, the Indefatigable was close under the enemy's starboard bow, and the Amazon was as near to her on the larboard. Not an instant was to be lost. Every life depended upon the prompt execution of orders; and, to their credit, nothing could surpass the activity of the brave crew of the Indefatigable, who, with astonishing alacrity, hauled the tacks on board, and made sail to

the southward. Before day-light, they again saw breakers upon the lee bow, and wore to the northward. Not knowing exactly on what part of the coast they were embayed, the approach of morning was most anxiously looked for; and, soon after it opened, the land was seen very close a-head: the ship was again wore, in twenty fathoms water, and stood to the southward. A few minutes afterwards, the Indefatigable discovered, and passed within a mile of, the enemy who had so bravely defended herself. She was lying on her broadside, a tremendous surf beating over her. She was afterwards found to be les Droits des Hommes, of 74 guns, commanded by Captain, *ci-devant* Baron, Le Cross; with 1,600 men, seamen and soldiers, on board; 170 of whom perished, exclusive of those killed in the action.

The miserable fate of these brave men was, perhaps, the more sincerely lamented by the crew of the Indefatigable, from the apprehension of their experiencing a similar misfortune, their ship having, at that time, four feet water in the hold, the sea rolling heavily, and the wind being dead upon the shore.

Sir Edward Pellew now ascertained his situation to be that of Audierne Bay; and perceived that the fate of himself, ship, and crew, depended on the chance of weathering the Penmark rocks. This, by the uncommon exertions of the men, notwithstanding their fatigued and almost exhausted state, in making all the sail that they could set, was happily accomplished at eleven o'clock; the Indefatigable passing about a mile to windward of the Penmarks.

The Amazon was less fortunate. When the Indefatigable had hauled her wind to the southward, she had hauled hers to the northward; and Captain Reynolds, notwithstanding every effort, found his masts, yards, rigging, and sails, so miserably cut and shattered, with three feet water in the hold, that it was impossible to work off the shore. In this condition, a little after five in the morning, the Amazon struck the ground; and, almost at the same moment, the enemy was also stranded. The crew of the Amazon—excepting six, who stole away the cutter and were

drowned—were saved by making rafts; but, upon their landing, they were made prisoners.*

In this gallant and hardly-fought action, which commenced at a quarter before six, P.M. and lasted, with the exception of short intervals, until half-past four, A.M. the sea ran so high, that the men, in the respective ships, were up to their waists in water, on the main-deck. Some of the guns of the Indefatigable broke their breechings four times; others drew the ring-bolts from their sides; and many, from getting wet, were repeatedly obliged to be drawn, immediately after loading.

The loss which the Indefatigable sustained was only nineteen wounded, amongst whom was Mr. Thompson, the first lieutenant.—The Amazon had three men killed, and fifteen badly wounded.

During the remainder of the year, Sir Edward Pellew does not appear to have been engaged in any other affair of moment; but, towards its close, he was selected, by Lord Bridport, to examine the motions of the French fleet, which he discovered, on the 15th of December, in Camaret bay, soon after it had reached Brest. He immediately sent a vessel home with the intelligence, and at the same time transmitted a corresponding notice to Admiral Colpoys.

---

* In the month of September following, a court martial was assembled on board the Cambridge, in Hamoaze, to inquire into the cause and circumstances of the loss of his Majesty's ship Amazon; and to try Captain Robert Carthew Reynolds, the officers and company of the said ship, for their conduct on that occasion; "when it appeared, that his Majesty's ship Amazon was lost, after a well-disputed action with a French ship of 74 guns, les Droits des Hommes, in Audierne Bay; the Amazon having suffered materially in her masts and rigging, and being far in shore at the close of the engagement. And the court is of opinion, that too much praise cannot be awarded to the captain, officers, and crew of the Amazon; by which, in conjunction with the Indefatigable, a ship of the enemy's line was destroyed: and the court do consider the loss of the Amazon to be the result of a noble pursuit of an enemy on her own coast; and, with respect to it, do consequently acquit Captain Reynolds, his officers and crew, with every sentiment of its highest approbation. And Captain Reynolds, his officers and crew, are hereby most honourably and fully acquitted accordingly."—Captain Reynolds was afterwards appointed to la Pomone.

For a considerable time, from this period, the only capture which was made by Sir Edward's squadron, was that of la Vaillante, afterwards named the Danae, of 20 guns, in 1798.

At the latter end of 1798, and the beginning of 1799, Sir Edward, still in the Indefatigable, was employed in the Channel fleet, under Vice-Admiral Sir Alan (now Lord) Gardner. On the 31st of December, in the former year, whilst cruising off Ushant, he captured the French privateer, la Minerve, of 16 guns, and 140 men; and, at the same time, re-captured the Asphalon, an English merchantman, the prize of la Minerve. The Indefatigable first discovered la Minerve, at dawn, as she was lying to, waiting to proceed into Brest, with her prize. The Indefatigable chased the latter all day, and retook her off the rocks of Albrevrac. Between the 11th and 31st of December, la Minerve had made five captures.*

In the spring of 1799, Sir Edward Pellew was appointed to the Impetueux, of 78 guns; in the month of May he proceeded to the Mediterranean, to reinforce Earl St. Vincent; and, after remaining on that station till August, he returned home.

In the early part of the year 1800, he commanded a detached squadron, off Rochfort; and occasionally joined, and cruised with, the Channel fleet, which was at that time under the orders of Lord Bridport.

Towards the end of May, 1800, Sir Edward Pellew was sent, by Earl St. Vincent, with the following squadron, having on board a detachment of troops, under the command of Major General Maitland, to endeavour to assist the French royalists, and Chouans, in Quiberon bay and the Morbihan.†

Ships.	*Guns.*	*Commanders.*
Impetueux	78	Captain Sir Edward Pellew.
Ramillies	74	—— Richard Grindall.
Canada	74	—— Hon. M. de Courcy.
Ajax	80	—— Hon. A. Cochrane.
Terrible	74	—— W. Wolseley.
Captain	74	—— Sir R. J. Strachan.

* *Vide* NAVAL CHRONICLE, Vol. I. page 164.

† *Vide* NAVAL CHRONICLE, Vol. III. page 503.

Ships.	*Guns.*	*Commanders.*
Fisguard	74	Captain T. B. Martin.
Diadem	64	—— Sir T. Livingstone.
Europa	50	—— J. Stevenson.
Amelia	44	—— Hon. C. Herbert.
Amethyst	38	—— J. Cooke.
Diamond	38	—— E. Griffiths.
Doris	36	—— Lord Ranelagh.
Thames	32	—— W. Lukin.
Cynthia	18	—— M. Malbon.
Winchelsea	—	—— ——.
Inconstant	36	—— J. Ayscough.
Thisbe	28	—— J. Morrison.
Cyclops	28	—— J. Fyffe.
Viper (cutter)	—	—— ——.

Part of the above squadron came to an anchorage, off Quiberon, on the 2d of June; and, in the course of a few days, the whole force had assembled. On the 4th, the forts on the south-west end of Quiberon were silenced by the fire from the ships of war; a body of troops was landed, under the command of Major Ramsay; the forts were destroyed; and several vessels were brought off, and some scuttled; with the loss of only two men killed, and one wounded, on board of the Cynthia.

Before daylight, on the morning of the 6th, 300 of the Queen's regiment were landed in the Morbihan; and, with the gun launches and naval force, under the command of Lieutenant Pinfold, of the Impetueux, they brought off two brigs, two sloops, two gun-vessels, and about a hundred prisoners. Lieutenant Pinfold, with great bravery, boarded l'Insolente brig corvette, of 18 guns; and found himself obliged to burn her, and several other vessels. The guns on the forts were destroyed, and the magazines were blown up. On this service, one seaman was killed, and some were slightly wounded.

On the night of the 17th, Sir Edward Pellew and General Maitland intended to make an attack upon Bellisle; but, by the occurrence of particular circumstances, they were induced to postpone the accomplishment of their intention. The night of the 19th was next fixed upon; but, on the morning of that day,

General Maitland received intelligence, that the forces on the island amounted to 7000 men. With such a superiority, on the part of the enemy, it was thought expedient to defer the attempt until a more favourable opportunity. The British troops were therefore landed, and encamped, on the small island of Houat; whence they embarked on board the troop ships, and proceeded to the Mediterranean.*

After the close of this expedition, Sir Edward Pellew was employed, with his squadron, in the blockade of Port Louis; and, in the month of July, whilst on that station, one of his lieutenants (Coghlan) performed a most gallant exploit. This gentleman, who had received an acting commission, from Earl St. Vincent, to command the Viper cutter, thinking it possible to carry some of the enemy's vessels, which were stationed at the entrance of the harbour, begged a ten-oared cutter; with which, and two other boats, it was his object to obtain possession of an armed brig, mounting three twenty-five, and four six-pounders, full of men, and moored with springs upon her cables, within pistol-shot of several strong batteries, and not a mile from a seventy-four and two frigates. Notwithstanding that the enemy were plainly discovered to be at quarters, and that Lieutenant Coghlan's assistant boats were at a considerable distance astern, that undaunted young officer, who seems to have imbibed the heroic spirit of his commander, commenced the attack. Unfortunately, however, owing to the darkness, he jumped into a trawl-net, which had been hung up to dry, upon the enemy's quarter, was pierced through the thigh with a pike, and he and all his followers were driven back into the cutter. Severe as was the repulse which they sustained, they hauled the cutter farther ahead, again boarded the brig, upon the forecastle, and, though altogether only twenty in number, maintained an obstinate conflict against eighty-seven men, sixteen of whom were soldiers. After killing six, and wounding twenty, they succeeded in carrying off le Cèrbere brig; and Sir Edward's

* The regiments embarked were—the 2d, 20th, 36th, 82d, and 92d; and 200 artillery; in all about 5000.

squadron, in token of respect, generously resigned their share of the prize to the victors. Earl St. Vincent, also, not only presented Lieutenant Coghlan with a sword, but particularly recommended him to the notice of the Lords Commissioners of the Admiralty, by whom he was subsequently promoted.*

In the month of August following (1800) Sir Edward Pellew, still in the Impetueux, was again attached to the squadron of his old commander, Sir J. B. Warren, in an expedition against Ferrol. The ships employed on this occasion were as follow:—

Ships.	*Guns.*	*Commanders.*
Renown	74	Rear-Admiral Sir J. B. Warren. Captain T. Eyles.
London	98	—— T. C. Purvis.
Impetueux	78	—— Sir Edward Pellew.
Courageux	74	—— Samuel Hood.
Captain	74	—— Sir R. J. Strachan.
Gibraltar	80	—— W. H. Kelly.
Ajax	80	—— Hon. A. Cochrane.
Indefatigable	44	—— Hon. H. Curzon.
Amelia	44	—— Hon. C. Herbert.
Amethyst	38	—— John Cooke.
Stay	32	—— R. Winthorpe.
Brilliant	28	—— Hon. C. Paget.
Cynthia	18	—— M. Malbon.

On the 25th of the month, the squadron, having a large body of troops on board, arrived off the bay of Plaza de Dominos, near Ferrol; and Sir James Pulteney, the military commander, having desired that the troops might be disembarked, Sir John Warren directed Sir Edward Pellew to superintend that service. Accordingly, the debarkation was ably performed, in the course of the same night, in the above-mentioned bay; after a fort, of eight twenty-four pounders, had been silenced by the fire of the Impetueux, Brilliant, and Cynthia: the whole army

* For some farther particulars of this exploit, *vide* Sir Edward Pellew's and Lieutenant Coghlan's gazette letters on the subject, in the fourth volume of the Naval Chronicle, pages 153 and 154.

were got on shore, without the loss of a man, together with sixteen field pieces, attended by seamen from the men of war, to carry scaling ladders, and to get the guns to the heights above Ferrol. In the course of the next day (the 26th) some advantages were gained, but not without considerable loss; and, on the same evening, the general informed Sir John Warren, that, from the strength of the country, and the enemy's works, no farther operations could be carried on. The troops were therefore reimbarked, with the greatest order and regularity, before day-break on the 27th; and, on the following day, the squadron arrived off Vigo.

In the course of the year 1801, the Impetueux was employed in the Channel, under Admiral Cornwallis; and, about the same time, Sir Edward Pellew obtained a colonelcy of marines, which he held till he was promoted to a flag.

Hostilities terminating, towards the close of 1801, Sir Edward Pellew, with many other gallant officers, experienced a respite from the severe duties of his profession; and, in the bosom of his family, he, for a time, enjoyed a portion of domestic felicity, to which he had been long a stranger.

At the general election, in 1802, Sir Edward had the satisfaction of being returned to parliament, as one of the members for Barnstaple, in Devonshire. On leaving the hustings, he was conducted to a barge fixed upon wheels, ornamented with laurel, and adorned with colours. This vehicle, manned with a number of prime seamen, in white shirts, with oars in their hands, and steered by a lieutenant of the navy, in full uniform, then *got under weigh*, the populace cheering their hero.

Mr. Wilson, a former member, and one of the unsuccessful candidates, petitioned the House of Commons against Sir Edward's return, alleging a breach of the treating act. Some actual payments, of three or four guineas a man, were proved; but, as those appeared to have been made to non-resident voters, for the purpose of defraying their travelling expences, the committee, which had been appointed to try the merits of the election, determined, on the 24th of February, 1803, that the sitting member, Sir Edward, had been duly elected.

Sir Edward does not appear to have taken any very great interest in the affairs of the House; but, on the 15th of March, 1804, when an inquiry was moved for, respecting the naval defence of the country, with the view of censuring the administration of Earl St. Vincent, he, instead of contenting himself with a silent vote, delivered his opinion at considerable length, in favour of that nobleman. He rose in the debate immediately after Admiral Berkeley, who had accused the Admiralty of negligence, and had compared the armed vessels, which had been sent to the coast of France, as so many cockle-shells. The manner in which he treated the subject rivetted the attention of the House, and drew forth the particular praise of Mr. Wilberforce.*

On the 23d of the succeeding month, Sir Edward Pellew was promoted to the rank of Rear-Admiral of the White Squadron; and, as the war had been recommenced, and the important office of commander in chief, in India, happening to be vacant, he had the good fortune to be nominated as the successor of Admiral Rainier upon that station. He accordingly hoisted his flag in the Culloden, of 74 guns; and, having left England in the summer of 1804, he arrived at the mouth of the Ganges, after a short passage, on the 20th of November in the same year. The particular range of his command was, in the Indian seas, to the westward of Point du Galle, in the island of Ceylon, the gallant Sir Thomas Troubridge commanding to the eastward of the same place.

On the 9th of November, 1805, by the promotion which took place subsequently to the battle of Trafalgar, Sir Edward Pellew was made a Rear-Admiral of the Red Squadron, the rank which he now holds.

The first capture made by Sir Edward's squadron, in India, which we find officially noticed, was that of l'Isle de France, a French brig privateer, on the 8th of April, 1806, by the Duncan, Captain Stuart.† On the 13th of June, and 9th of July,

---

* An interesting account of this highly important debate appears in the eleventh volume of the NAVAL CHRONICLE, page 316, *et seq.*

† *Vide* NAVAL CHRONICLE, Vol. XVII, page 260.

the Powerful, Captain Plampin, successively took la Henriette, of 20 guns, and la Bellone, both French privateers, from the Mauritius.* The latter had been particularly destructive to the British commerce in the Indian and European seas, and her capture was consequently regarded as of great importance.—The Concorde, Captain Cramer, took the Vigilant, privateer, off Muscat, on the 21st of July;† and, on the 25th of September, Sir Edward's ship, the Culloden, after a chase of two days and a night, took l'Emilien corvette, of 18 guns, and 150 men.‡

An exploit of more consequence was in reserve. About the middle of November, 1806, Sir Edward proceeded towards Batavia, in search of a French squadron which he expected to meet with; and, on the 27th of the month, arrived in the roads, with the following ships:—

Culloden,	Sir Francis Drake,
Powerful,	Terpsichore,
Russell,	Sea Flower.
Belliqueux,	

Having previously captured the Dutch Company's armed brig, Maria Wilhelmina, the Terpsichore, preceded by the Sea Flower, led the fleet through the very intricate navigation of those parts. Sir Edward directed the frigates and brig to enter the roads between the islands of Onrust and Java, the line-of-battle ships taking a more circuitous passage. On discovering the approach of the British force, the Dutch national frigate Phœnix, the Avanturier and Zee Ploeg brigs, two of their Company's armed ships, and two armed brigs, followed by the merchantmen, immediately ran on shore; the William corvette having first struck to the Terpsichore, on passing Onrust. The shoal water preventing Sir Edward's force from anchoring sufficiently near, to fire with effect upon the batteries, or on the ships on shore, the boats of the squadron assembled alongside of the Terpsichore, which, with the Sir Francis Drake, had been placed as near as possible to cover them, and were led in,

---

* *Vide* NAVAL CHRONICLE, Vol. XVII. page 259.
† Same Volume, page 261.
‡ Same Volume, page 260.

to destroy the enemy's ships, by Captain Fleetwood Pellew, under a heavy fire from the ships and batteries. The crew of the Phœnix immediately abandoned her; and, on boarding, she was found to have been scuttled. Her guns, however, were instantly turned on the other ships, whilst the boats were destroying the remainder; after which, she also was set on fire and burnt, with the whole of the enemy's armed force, and nearly twenty merchantmen. Two line-of-battle ships had quitted the anchorage, or they must inevitably have shared the same fate. The whole of the ships destroyed and taken in Batavia Roads, upon this occasion, including the merchantmen, amounted to about thirty; and, what was more highly gratifying, the loss of men, on our part, though exposed to the continued fire of the enemy, was only one marine killed, and one marine and three seamen wounded.*

Since the period of which we have just been treating, we are not aware that any intelligence of importance has reached this country from Sir Edward Pellew, who, however, continues to be actively employed on the India station.

On taking a retrospective glance at the multifarious exploits of this gallant commander, it must be obvious to all, that he is a man whom Britain may be proud to hail as one of the bravest of her sons. Happy country, which abounds with such heroes! Thus protected, she may defy the combined force of Europe, even should degenerate America join against her, in the unnatural contest; and, addressing the present scourge of the world, in the language of a modern poet, may exclaim:—

"——— Stretch to the utmost
Thy power to vex———————;
With barks, like locust clouds, o'erspread the ocean;
Rob all thy realms of men, and at one effort
Pour thy whole population on our coasts;
Still shalt thou see thy squadrons (like ripe corn
Beneath the reaper's scythe) laid low, encountering
The patriot subjects of a patriot prince,
Who loves his people, whom his people love!"

LEWIS'S *Tragedy of* ADELGITHA.

---

* Sir Edward Pellew's official account of this achievement, from which the above brief abstract is taken, appears in the present volume of the NAVAL CHRONICLE, pages 70 and 71.

HERALDIC PARTICULARS.

George Pellew, of Hushing, near Falmouth, married Judith Shannon, by whom he had three sons; (1) John; (2) Israel, who married Gertrude Trefusis; and, (3) Samuel, who married Constance Longford; by whom he had (1) Samuel Humphry, who married Jane Badden, or Budden, by whom he had Samuel, and Jane; (2) Edward, the subject of the preceding memoir; (3) Israel, a post captain in the navy; (4) John, an ensign, killed at the battle of Saratoga; and (5) Catherine, wife of the son of the Vice-Admiral of Sweden.

Sir Edward Pellew married Susan, the daughter of James Frowd, Esq. by whom he has, (1) Pownoll Bastard, made a post captain on the 22d of January, 1806; (2) Fleetwood, who served with his father at the capture and destruction of the Dutch shipping, in Batavia Roads, in 1806; (3) George; (4) Emma; and (5) Julia.

Arms.—Argent, a cheveron, gules; in base, an oak wreath, vert, tied, azure, on a chief, of the second; three mascles, voided, of the first.

Crest.—A ship in distress, on a rock, proper. Over the crest, in a scroll, *Deo juvante.*

Motto.—*Deo, non fortuna.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

BATTLE OF TRAFALGAR.

THE following particulars of this ever-memorable event are copied from the work of an English traveller, who happened to be at Cadiz just after it had taken place:—

"Ten days after the battle, they were still employed in bringing ashore the wounded; and spectacles were hourly displayed at the wharfs, and through the streets, sufficient to shock every heart not yet hardened to scenes of blood and human suffering. When, by the carelessness of the boatmen, and the surging of the sea, the boats struck against the stone piers, a horrid cry, which pierced

the soul, arose from the mangled wretches on board. Many of the Spanish gentry assisted in bringing them ashore, with symptoms of much compassion; yet as they were finely dressed, it had something of the appearance of ostentation, if there could be ostentation at such a moment. It need not be doubted that an Englishman lent a willing hand to bear them up the steps to their litters; yet the slightest false step made them shriek out, and I even yet shudder at the remembrance of the sound. On the top of the pier the scene was affecting. The wounded were carrying away to the hospitals in every shape of human misery, whilst crowds of Spaniards either assisted or looked on with signs of horror. Meanwhile, their companions, who had escaped unhurt, walked up and down with folded arms and downcast eyes, whilst women sat upon heaps of arms, broken furniture, and baggage, with their heads bent between their knees. I had no inclination to follow the litters of the wounded; yet I learned that every hospital in Cadiz was already full, and that convents and churches were forced to be appropriated to the reception of the remainder. If, leaving the harbour, I passed through the town to the Point, I still beheld the terrible effects of the battle. As far as the eye could reach, the sandy side of the isthmus bordering on the Atlantic was covered with masts and yards, the wrecks of ships, and here and there bodies of the dead. Among others I noticed a topmast marked with the name of the Swiftsure, and the broad arrow of England, which only increased my anxiety to know how far the English had suffered, the Spaniards still continuing to affirm that they (the English) had lost their chief admiral, and half their fleet. While surrounded by these wrecks, I mounted on the cross-trees of a mast which had been thrown ashore, and casting my eyes over the ocean, beheld, at a great distance, several masts and portions of wreck still floating about. As the sea was now almost calm, with a slight swell, the effect produced by these objects had in it something of a sublime melancholy, and touched the soul with a remembrance of the sad vicissitudes of human affairs. The portions of floating wreck were visible from the ramparts; yet not a boat dared to venture out to examine or endeavour to tow them in, such were the apprehensions which still filled their minds, of the enemy."

SALT WATER MADE FRESH.

A patent has been taken out by Mr. Lamb, for the invention of an apparatus for rendering salt water perfectly fresh and pure by distillation.—The apparatus is attached to a new constructed ship's

fire-hearth; and it is said that, while a fire-hearth fitted on this principle, proportioned to the size of a 50-gun ship, produces 25 gallons of fresh water per hour, without the slightest interruption to cooking, it effects a saving of one-fourth the consumption of fuel.

In consequence of certain experiments which have been made on board his Majesty's ship Trusty, the invention has received the approbation of the Lords of the Admiralty. Captain Hodgson, of the Trusty, before whom the experiments were made, states that the fire-hearth fully answers all its intended purposes; that he feels no hesitation in saying that the invention will be attended with the greatest utility to the navy in general; that it consumes a considerably less quantity of fuel, and that the coppers boil in one third less time than by any mode before employed; that it produces fresh water from sea water at the rate of from 20 to 25 gallons per hour; and that the water is as good, if not better, than any he ever drank at sea.

PORTSMOUTH AND FORTSEA LADIES' BENEVOLENT SOCIETY.

This truly praiseworthy institution, for relieving the wives and children of sailors and soldiers, and other necessitous persons, in sickness and lyings-in, has published a report, which must prove highly gratifying to the benevolent mind. Its charitable intentions have, in less than five weeks, been directed to fifty-four cases of extreme indigence and distress. Twenty of these, it appears, have been discharged; one is dead; five have been dismissed, as improper objects; and twenty-eight remain on the books. The relief afforded has been effectual, and received with the warmest gratitude. Above forty ladies have undertaken the office of visitors; who visit the objects, examine minutely into their situations, and order such relief as may be requisite. As far as their authority and influence extend, the Society, it appears, wishes to combine instruction to the minds with relief to the bodies of the poor: it requires all persons receiving the benefit of the charity to attend divine worship, if able to leave their habitations. The Society states, what we hope will gain the attention of every feeling mind—that, many cases of extreme indigence occurring, *any article* of clothing will be thankfully received by the matrons, Mrs. Legg, No. 9, Barrack Street, Portsmouth; Mrs. Meads, No. 45, Britain Street, Portsea; and Mrs. Jarret, No. 6, Brick-kiln-row, Dock-row; half-way houses, for distribution.

DESCRIPTION OF THE TOWN AND PORT OF NAVARIN, IN THE MOREA.

To the right, on entering the port of Navarin, may be seen the town, which is called by the Turks Avarin, and by the Greeks Neo-Castron; but it is not properly observable till we have passed two rocks, situated between the isle of Sphacteria and the main land, which forms the pass. The town is built on a promontory at the foot of Mount Temathia: it is more than ten minutes walk from the port to its principal gate, which opens to the N. E. Navarin is longer than it is wide, and extends from the pass which it commands, to the distance of nearly a quarter of a league eastward. Its fortifications consist of four regular bastions, on which iron guns are placed without carriages: they were built by the Turks, as were the walls of the town, in 1572, and were not repaired till after the war with the Russians in 1770.

The Bey has his residence at this place: and the garrison consists of about sixty janissaries, commanded by an *oda-bachi*, or captain sent from Constantinople; a company of artillery, with a baker for their captain, and a corps of about two hundred Albanians, who exercise different mechanical professions. An aqueduct brings a saponaceous kind of water to the town from the distance of nearly a league; and this is the only supply for drinking.

The town, which has only two gates, overlooks the sea, and protects the harbour; its streets, which are filled with bombs and balls, are dirty, narrow, and high or low according to the inequality of the soil, which sinks to the westward. The house of the Bey is situated in the lower part of the town, and the bazar is in the second street to the left on entering at the N.E. gate. Nothing remarkable attracts the notice of the traveller, except some mutilated marble columns, which support the façade of the grand mosque. Each house has a yard planted with orange trees.

The port Navarin is the most spacious in the Morea; and extends as far as Pylos, or old Navarin, which is three leagues distant. It is closed to the south by the isle of Sphacteria, celebrated by Thucydides for the massacre of the Lacedemonians, who had taken refuge there after their defeat by the Athenians in a naval action: it is now called Sfogia, and contains only a few fishermen's hovels. It is defended by a fort on the main land, above the ancient Pylos.

SKETCH OF A VOYAGE OF DISCOVERY, MADE TO CAPE BRETON AND NEWFOUNDLAND, IN THE YEAR 1536.

Mr. Hore, of London, having applied himself to the study of cosmography, persuaded divers gentlemen, to the number of 30, to accompany him in a voyage of discovery in the north-west parts of America. Accordingly two ships were provided, armed and well appointed, viz. the Trinity, of 140 tons, and the Mirror; in which there embarked about one hundred and twenty persons, gentlemen and sailors. At the latter end of April, 1536, they set sail from Gravesend, and were two months at sea without touching land, till they came to part of the West Indies, about Cape Breton; from thence shaping their course eastwards they came to the island of Penguin, and going ashore, found it full of great fowls as big as geese, and an infinite number of eggs: they hunted many of the fowls into their boats, and having flayed them, found them good nourishing meat; they likewise saw great numbers of bears, black and white, killed some, and found them no bad food.

While they lay at anchor at Newfoundland, and none of the natives having yet appeared, as Mr. Dewberry, one of the company, was walking the deck, he espied a boat with savages rowing towards them; upon which he called out to the people to come up and see them. Presently a boat was manned to go and take them; which they observing, made off with all the speed they could, to an island up the bay, to which our men pursued them, but they escaped, leaving behind them a fire, and the side of a bear on a wooden spit; likewise a boat garnished with trails of raw silk; and a great warm mitten. These the men carried on board, having seen nothing else, besides store of fir and pine trees. While they lay in this bay their provision became so short, that they had scarce any thing to subsist on, except the nest of an osprey, that brought hourly to her young ones plenty of all sorts of fish. When this failed them, they were forced to seek out and relieve themselves with raw herbs and roots on the main land. This, however, serving but little to satisfy their insatiable hunger, their extreme necessity forced them upon the most inhuman practice, for as they were hunting about the fields and woods for something to eat, one of the sailors killed his mate, as he was stooping to take up a root, and cutting pieces out of his body, lighted a fire, broiled them on the coals, and ate them greedily. Nor was he the only one guilty of this horrid crime, by which means the company decreased, and the officers wondered what became of their men;

until one of the crew, being forced to seek abroad for relief, happened to snuff the smell of broiled meat, and finding it out, upbraided the fellow who had it, for enjoying his plenty, while the rest of his mates were starving. To which the poor fellow replied, with tears in his eyes, "If thou wilt needs know what meat I have been dressing, it was a piece of such a man's buttock!" The report of this being brought to the ship, it was presently judged what had become of the men that were missing; and that they were neither devoured by the wild beasts, nor destroyed by the savages. Upon which the captain, who was prodigiously shocked at the relation, stood up, and made a speech, in which he endeavoured to convince them how much they had offended the Almighty by such horrible actions; that the Scripture is full of instances of those whom God had succoured in their utmost distress, when they called upon him; adding, that though it should not please God to assist them in this extremity, yet it were better that their bodies should perish, than to purchase a short relief at the price of their immortal souls. Having said this, he exhorted them to repentance, and besought them all to pray, that it would please God to pity their deplorable condition, and for his mercies sake, to send them relief. Their prayers were heard; for the same night arrived a French ship well provided with victuals, which the English had the art to get into their possession, victualled their ships, and set sail for England.

In the course of their voyage, they sailed so far northwards, that they saw great islands of ice in the summer season, where the hawks and other fowls rested themselves after their long flight from the main land. They saw likewise certain large fowls with red beaks and legs, somewhat bigger than herons, which they supposed to be storks.

They arrived at St. Ives, in Cornwall, about the latter end of October; from whence they went to a castle of Sir John Lutteral, where Mr. Buts, Mr. Rastel, and other gentlemen of the voyage, were kindly entertained; and from thence they proceeded to London. Mr. Buts was so altered by the hardships he had suffered in the voyage, that his father and mother did not believe him to be their son, till he had shewn them a secret mark, a wart that he had on his knee.

Some months after their arrival, those Frenchmen, whom the English had plundered of their provisions at Newfoundland, came to England, and made their complaints to King Henry VIII. of their ill usage. The king having caused the matter to be examined, and finding that mere necessity had obliged his subjects

to deal so hardly with the French, was so moved with pity, that, instead of punishing them, he made the French full satisfaction out of his own purse.

RUSSIAN FLEET.

On the 9th of November, the Russian minister of marine made the following report of the amount and disposition of the Imperial Navy:—

1st. The great fleet of the Baltic, consisting of 59 vessels, and carrying 2,260 guns, viz.—20 ships of the line, 1,588 guns; 14 frigates, 426 ditto; 6 cutters, 130 ditto; 19 smaller vessels, 116 ditto.

2d. Baltic galley fleet, 41 sail, 705 guns, viz.—20 galleys, 220 guns; 25 batteries, 160 ditto; 81 gun-boats, 152 ditto; 63 yawls, 168 ditto.

3d. Black Sea fleet, 41 sail, 1,225 guns, viz.—12 ships of the line, 918 guns; 4 frigates, 162 ditto; 7 brigs, 54 ditto; 18 small armed vessels, 91 ditto.

4th. Rowing fleet of the Black Sea, 40 gun-boats, carrying 52 guns, and 80 falconets.

5th. Flotilla in the Caspian Sea, six vessels, carrying 70 guns.

6th. The flotilla of Ochozk, 11 vessels, carrying 36 guns.

7th. At sea, 11 ships of the line, carrying 760 guns, the precise stations of which are not mentioned, neither are the smaller vessels particularised.

8th. Building 10 sail of the line.

Total—53 sail of the line; 34 frigates; 59 cutters, brigs, &c. smaller vessels, 226, carrying in all 4,428 pieces of cannon.

THE SWEDISH FLEET,

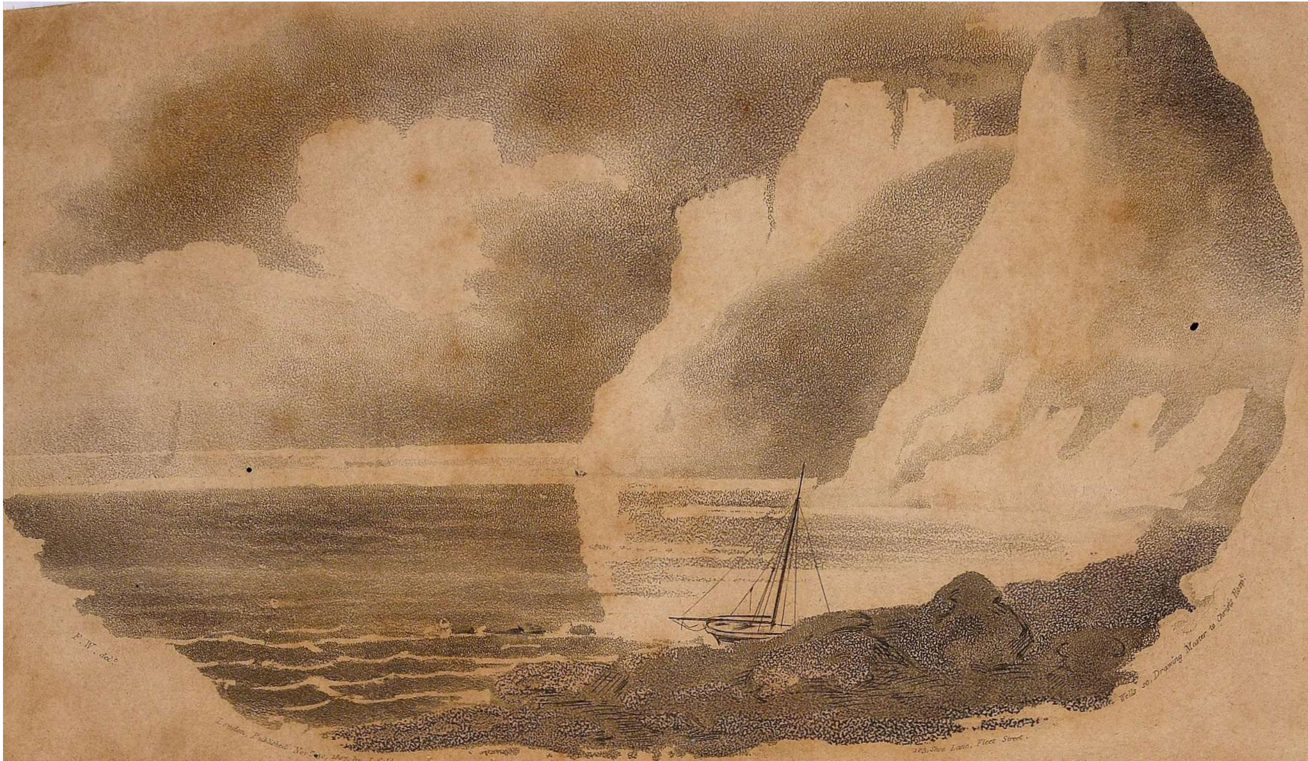
At present, consists of 12 sail of the line and eight frigates, besides cutters, galleys, &c. and there are two ships of the line building.

BRITISH.

We feel just pride in adding, that the British navy at present comprises 261 sail of the line, 34 fifties, 258 frigates, 530 sloops of war, brigs, &c. besides an immense number of cutters and other armed vessels.

A BUOY ON A NEW CONSTRUCTION.

Mr. Peache, of Lambeth, has lately taken out a patent for a buoy upon a new construction. It is formed by pieces of wood



E. W. delt.

London, Published Nov.r 10, 1807, by J. Gold, 103, Shoe Lane, Fleet Street.

Wells sc. Drawing Master to Christ's Hosp.l

Beachy Head.

longitudinally applied to each other, after the manner of staves; but, instead of making the joints to consist of flat surfaces, evenly or squarely applied to or against each other, they are rabbetted together, by making the half thickness of each piece to over-lap the other. The faces are to be tarred, and applied to each other, and upon one of them is spread a covering of hair, &c. and upon this is applied, in a melted state, a coat of pitch and tar, after which the joints are put together, and secured by screws, pins, bolts, and by hoops envelloping the whole. The heads are put in by rabbetting the same in with the staves: the fitting is made good by several steps or successive faces in the joints; between which, pitch, tar, hair, &c. are applied, and, for greater security, there are sometimes two, or even more additional heads, fixed within the external heads. In the buoy is fixed a trunk, or perforated piece, so made as not to allow the water to enter the said buoy without; but to afford a passage for a chain, rope, &c. for mooring. The shape which Mr. Peache recommends as the best for his newly invented buoys is cylindrical or prismical, or conical pyramidal figures, and when the cross section of the figure is not circular, the number of sides should be eight.

PLATE CCXLV.

THIS engraving, from the pencil of our friend J. W. represents the high and bold land of Beachy Head, which projects into the English Channel on the Sussex coast, between Hastings and Shoreham. It is divided into seven cliffs, and is so called by seamen; who also term them The Charles's. According to Camden, Beachy Head is esteemed the highest cliff of all the south coast of England. On its south side is a large semicircular intrenchment. The coast round this head is very dangerous in stormy weather, particularly when the wind sets in from S.S.E. or S.W. Off this Head, at six or eight miles distance, lies a shoal, having from 13 to 17 feet on it, when the Head bears north, about 15° west, and Pevensey church 6 or 7 miles off at N.W. one-fourth W. or thereabouts. When the most easterly of the five black streaks in the white cliff within Beachy is in one, with the west part of the chalk pit behind on the land, which has a white way close to it, a ship will be right on the shoal. Beachy Head is memorable for the defeat of the English and Dutch fleets near it, by a superior force of the French, June 30, 1690. From

this promontory to Arundel, the country along the coast rises into high hills, which are known by the name of South Downs, and are celebrated for the breed of sheep. Charlotte Smith has made this magnificent promontory the subject of a beautiful poem, from which extracts will appear in our poetical department.

CORRESPONDENCE.

MR. EDITOR,

HAVING a few evenings since, at a friend's house, met with the enclosed extract from a remarkable trial which took place in Westminster Hall, the heads of which are pretty generally known in the naval service, but the particulars of which I believe have seldom been so fully stated, I beg permission to send it for insertion in the NAVAL CHRONICLE, trusting that it may prove entertaining to some of its numerous readers, and I subscribe myself,

A TRUE FRIEND TO THE
NAVAL CHRONICLE.

An awful Abstract from the Journal of the Ship SPHINX, *in the Year* 1686, *up the Straits.*

May 12.—When we arrived at *Manson*, we found three ships lying there, from *London*, commanded by the Captains *Bristol*, *Brown*, and *Burnaby*; all going to *Lipari* to load.

13.—These three ships sailed in company with the *Sphinx* (wind N. W.) to *Lipari*, where they anchored in 12 fathoms water. (wind S. S. W.)

14.—The four captains and a *Mr. Bell*, a merchant, went on shore upon the *Island* of *Mount Stromboli*, to shoot rabbits. About three o'clock they called their men together, to go on board their respective ships, when, to their inexpressible astonishment, they saw the appearance of two men coming very swiftly through the air towards them; one of them appeared to be dressed in black, and the other in grey clothes: they passed close by with the greatest rapidity, and, to their extreme consternation, descended, amidst the burning flames,* into the mouth of that dreadful volcano, *Mount Stromboli*.

* Read the 9th chapter of St. Mark, verse 43 to 48; wherein Christ says, "Hell-fire shall never go out."

At their entrance there issued tremendous noises, the flames rushed out most terribly, and Captain *Burnaby* cried out, "*The Lord bless me! the foremost of the two, in black clothes, is old* Mr. Booty, *my next-door neighbour at Wapping; but I do not know the other.*" He then desired them all to write down in their pocket-books, or note it on something, what they had then seen: which was immediately done by the three captains and *Mr. Bell*, and likewise entered in the different ships' journals at the same time.

When these four ships had taken in their loadings at *Lipari*, they sailed together for *London*.

When they arrived in the *river Thames*, at *Gravesend*, Captain *Burnaby*'s wife came from *London* to him. He then sent for the other three captains to come on board his ship, to congratulate him on his wife's arrival.

After they had thus met, a little conversation passed between them, in the cabin, when *Mrs. Burnaby* suddenly started from her chair, and said to her husband, "My dear, I'll tell you some news, *old Mr. Bootty is dead!*" He directly answered, "We all saw him go into Hell!" &c. &c. as before related, to her serious alarm.

When *Mrs. Burnaby* had returned to *London*, she went to an acquaintance, and related this serious event, that her husband had seen the soul of *Mr. Booty* go into *Hell*, on the fourteenth of *May* last.

This gentlewoman then mentioned the same to *Mrs. Bootty*, widow of the deceased: who immediately took a writ out of the *King's Bench Court*, in the penal sum of one thousand pounds damages, and arrested Captain *Burnaby* for defamation upon her late husband's soul. Captain *Burnaby* gave bond to stand trial; and he then took out of the court of *King's Bench* in *Westminster Hall*, summonses for all the people that had attended the late *Mr. Bootty*, in his last sickness, and at the time of his death; also the sexton of the parish who buried him, and the clothes he last wore before his sickness, he had taken care of, to be introduced in court on the day of trial.

When the trial came on, the different persons, with the black clothes, were brought into court, and were there met by Captain *Burnaby*, the captains of the other three ships, and the men of the four boats, with *Mr. Bell*, who were all on the said *island of Stromboli*, and saw the two apparitions descend into the burning flames on the aforesaid 14th day of May last.

Ten of the men of the boats made oath, that the buttons on the coat which the apparition had on were like the one present, being moulds covered with black cloth, the same sort that the coat was made of.

The different persons who were with *Mr. Bootty* at the time of his decease, made oath that his death happened at 3 o'clock at noon, on the 14th day of May last; which was in the year 1686.

The jury then asked the captain of the *Sphinx* if he knew *Mr. Bootty* in his life-time; he answered, that he never saw him in his life-time, but plainly observed the dress the apparition had on, which *Mr. Burnaby* said was *Mr. Bootty*, in company with another, unknown.

The judge then spake, "*the Lord grant that I may never see such a sight as that, for I think it impossible for thirty men to be mistaken!*" The Jury then gave their verdict against the widow *Bootty*, plaintiff; to pay the costs of the court, &c.

The foregoing are facts, extracted from the journal of the ship *Sphinx*' voyage up the *Straits*, in the year 1686.

[Read the 16th chapter of St. Luke, the 20th verse to the end of the 31st.]

The above trial is now to be seen on the records of the *Court of King's Bench*, in *Westminster Hall*, the *Mrs. Bootty*, plaintiff, against *Captain Burnaby*, defendant.

These records are written on parchment, in Latin, in the lawyer's old text-hand writing; and are kept in a glass case, in the clerk's office, where, for the sum of one shilling, they may be seen by all whose doubt or curiosity may induce them to it.

The following is another Extract, as an additional Confirmation of a Hell.

It is recorded, that *Sir John Gresham*, brother to *Sir Thomas Gresham*, who built the *Royal Exchange*, *London*, made a voyage up the *Straits*, in King James's reign; when he, with eight of his men, went up to the top of the burning mountain *Stromboli*; and there heard a voice issuing from the mountain, saying, "*Despatch, despatch, for Rich Antonia was coming!*"

When Sir John, with his men, had arrived at the island of *Sicily*, they heard that a *Mr. Antonia*, the richest man in that part of the world, had died at the time they were upon the burning mountain, and heard those words from out of the fire of the crate.

When Sir John arrived in *London*, he, with eight of his men, made oath before King James, to the truth of the same.

This melancholy relation was collated from a dictionary; but the author's name is forgotten.

MR. EDITOR,

As every thing relative to Russia, must, at the present moment, possess considerable interest, I shall offer no apology for presenting you with the following concise abstract of the British commerce with Russia in the Baltic:—

Great Britain, during the present generation, has employed, on an average, about 600 ships, and 7000 sailors, in her traffic with Russia. These ships are commonly between 2 and 300 tons burthen, carrying ten or twelve men, and Petersburg, the metropolis, is their principal market.

The staple exports from Russia to Britain, and in which, unfortunately, consists the principal occupation of those ships, are those of hemp and flax, tallow, iron, deals, Russia linen, and a few other sundries of inferior value; in the whole, to any one of the preceding staple articles, the total annual amount of those exports to Britain, considerably exceeds three millions sterling.

Russia, in return, takes from Britain, a miscellaneous assortment of manufactured and raw materials, amounting, in favourable years, to about half a million sterling; consequently, the clear annual gain of Russia, in her traffic with Britain, is between two and three millions sterling, which balance she receives in cash or in bills, on the continent: and to this enormous gain might be added, custom-house duties, shipping and commission charges, and the smaller streams derived from the expenditure of our sailors in her ports.

The exports of Russia, from the Baltic, to all the other nations of Europe, are not one-third, in value, to those with Britain alone, and the balance with them is not in her favour.

We shall next submit a few comments on this Russian commerce, and shall endeavour to point out resources in lieu of this precarious and unprofitable connection. It would be madness and parricide in us to contribute, by direct or indirect commerce, to feed the treasury of a government that has confederated with the modern *Attila* for our destruction.

Hemp and Flax.—The principal consumption is in sail-cloth, cordage, and linen. We can, however, be furnished with a

sufficient quantity of both hemp and flax from the East Indies, and from Botany Bay. It could also be cultivated, with mutual advantage, in many fertile parts of our extensive African colony, the Cape of Good Hope; and by proper legislative regulations, we can greatly enlarge our stock at home. Scotland and Ireland produce flax sufficient for the manufactory of their unrivalled linens.

Tallow.—This is principally used in the manufacture of soap and candles. Our internal resources would be the multiplication of more oxen in agriculture, and in waggons and draft. But independent of tallow, it seems to me indispensably necessary, that Buenos Ayres, the great magazine of tallow, hides, and flesh-meat, should be speedily retaken by an adequate force, and proper commanders. We should, without loss of time, provide resources against the abolition of the Russian trade, and against a rupture with North America. If our exertions are not like those of our foe, prompt and vigorous, reinforcements will be stolen out there, and afterwards, on the first favourable opportunity, the notorious projects of France against the Brazils, from the side of Cayenne, will be put in execution.

Iron, from Russia, is of a coarse sort, and is principally used in making anchors and cannon. For cutlery, Swedish and German iron is preferable. The renown of the iron of Syria is of great antiquity, when converted into steel by the water of the river Barrady, at Damascus, and manufactured into sword blades. As iron is the most common and cheap of all ores, I have no doubt there are, in the mountains of this island and Ireland, many mines yet unexplored.

Deals.—The domestic cultivation and increase of both the pine and the oak, require prompt encouragement, and judicious regulations. In the mean time, we have resources both for deals and for masts, from the E. and N.W. coasts of North America, and from Botany Bay. The defect of oak could be supplied from the inexhaustible *teak* forests contiguous to India, and perhaps from some parts of Africa, bordering on the Mediterranean. Mr. Bruce, in his Travels, mentions "immense forests of fine oak, upon the sea-coast between Algiers and Tunis, sufficient for the supply of all Europe." As this is but a few days sail distant from Malta, perhaps our arsenals there might be furnished with this timber by these Barbary states, and at a moderate expence. In the last extremity, we could by force take what we wanted from Norway, and from Archangel, without doing any other injury to the proprietors.

Sailors.—The sailors withdrawn from this maritime nursery in the Baltic, could be more than trebled by prudent encouragement of our domestic and foreign fisheries. This important object will also be promoted by the recovery of Buenos Ayres, and the expulsion of the French from Cayenne; by the resumption of our just rights, as carriers to our own West India Islands; by some more liberal regulations in our navy; by certain legislative provisions to retain our seamen from the necessity of emigration when suddenly disbanded, and to attach them more firmly to their country.

Piccadilly, December 14, 1807. W. B.

MR. EDITOR,

ONE of your Correspondents, with a becoming spirit, has recommended to government, through the medium of the Naval Chronicle, that they should take care, at the close of the present war, to demand the restoration of the rightful honours which, for many successive centuries, were paid to the British flag. It would have been well, Sir, if this gentleman, while insisting so strongly upon our *claim*, had settled our *right* to these marks of naval superiority, by something more than prescription; as it is on the point of *right* that our adversaries quibble.

Your Correspondent, Mr. Editor, might have gone farther back than the reign of King John, to prove our prescriptive right to the sovereignty of the seas. Cæsar, in his Commentaries, observes, that, before his first descent on Britain, having summoned the merchants, and other sea-faring Gauls together, and made a diligent inquiry concerning the situation of the British shore and ports, he found that *none dared* to cross the seas to go into Britain, *without permission*, but merchants, and that they too were so ignorant of those shores *(as being deprived of the free use of the sea)* that he was obliged to send Volusenus, in a long ship, to sound the British coasts.

It has been fairly enough inferred from this, that, since the ancient Britons *excluded* the Gauls and others from the free enjoyment of the sea, they must have been the *lords* of it; and that their exclusion was not barely a prohibition of their coming into the *island* of Britain, but also of *navigating within the extent of their maritime dominion.*

Your Correspondent has quoted Selden's *Mare Clausum*, a work which was written in opposition to Hugo Grotius; but, as an argument in our favour, which can be taken from the mouth of an

enemy, is of more weight than one from the mouth of a friend, he would have carried his point with much greater effect had he quoted from Hugo Grotius himself. That writer, in opposing the claim of Britain to the sovereignty of the seas, says:—"the bare possession of the shore is not sufficient to entitle any people to a right to the adjoining sea: nor is it enough for a prince to imagine, or write himself lord of the sea, without proclaiming himself by some overt act to be so."

This, Sir, is nothing more than saying, that it is not from a bare occupation or possession of the neighbouring land, but from an actual and peculiar use and enjoyment of the sea itself, and the performance of all the functions of a sovereign upon it; such as prescribing rules of navigation to those who frequent it, punishing delinquents, protecting others, and receiving from all that homage and advantage which are due to every lawful sovereign.

If, then, it can be proved—and that it can be, without any extraordinary difficulty—that our English monarchs have done all this, the point is settled.

It is first requisite to state, that the dominion of the sea entitles the lawful possessors to the six following prerogatives:—

"1. The right of granting the liberty of fishing for pearl, coral, amber, and all other such precious commodities.

"2. To grant licenses to fish for whale, sturgeon, pilchard, salmon, herring, and all other sorts of fish whatsoever, as is usual in Spain, Portugal, and several other places.

"3. To impose tribute and customs on all merchants' ships, and fishermen fishing and trading within the limits of the sea that is subjected to any particular dominion.

"4. The regular execution of justice for protecting the innocent, and punishing the guilty for all crimes committed within the extent of such sea dominions.

"5. To grant free passage through any such sea to any number of ships of war belonging to any other prince or republic, or to deny the same, according to circumstances and occasion of such passage, in the same manner as any prince or state may grant or deny free passage to foreign troops through their territories by land, even though the prince or state to whom such ships or land forces belong be not only in peace, but in alliance, with the prince or republic of whom passage is desired.

"6. To demand of all foreign ships whatsoever within those seas to strike the flag, and lower the top-sail, to any ships of war, or others bearing the colours of the sovereign of such seas."

Now, Sir, as I am not pretending to novel discoveries, or even to the revival of obsolete opinions, I am aware that you, and many of your readers, are in full possession of the knowledge, that the Kings of England have *proclaimed themselves* LORDS OF THE SEA *by the performance of overt acts;* that they have *exercised* ALL the prerogatives above mentioned; and that their *right* to exercise such prerogatives has been acknowledged, both tacitly and positively, by the different European powers.

I shall reserve my proofs of these assertions for another letter; and shall now only farther observe, that, by a treaty which was concluded, in the year 1674, between Charles the Second and the States General, the *extent* of the British dominions, in the eastern and southern seas, was settled: according to which, it was to reach from the middle point of the land Vanslaten, in Norway, to Cape Finisterre. After admitting the *settlement* of the *extent* of a dominion, it must be the height of folly to doubt, whether there be any *dominion*, the extent of which could require such settlement. The subject, however, is too important to be hastily dropped; and I shall therefore trouble you again on this subject.

I am, &c. L. T. O.

P. S. I must just beg leave to remark, that your complete vindication of the conduct of Admiral Berkeley, with respect to the affair between the Leopard and Chesapeak, from an *official* document in your historical department,* has given me great satisfaction. A variety of newspaper disquisitions have been published on the subject; but not one of the writers has understood it; consequently, they have been wholly unable to put the case in a proper point of view. Your simple statement fully settles the question.

MR. EDITOR,

BY inserting the following letters (which I am informed have never appeared in print) you will much oblige,

A SUBSCRIBER.

To the Hon. ROBERT PATON, *Esq. Governor, &c. &c. St. Helena.*

SIR,

IT is with the greatest regret that I find myself under the necessity of acquainting you of the capture of the Hon. Company's extra ship Fame, under my command, on her passage from Bombay to Bengal, the particulars of which are as follow:—

* See page 388 of this volume.

At 2 P. M. September 24, 1806, nearly opposite Quilon, on the Malabar coast, distance about 10 leagues, we discovered a sail a-head, which proving suspicious, every preparation was made for making the best possible defence, and a trial made of the comparative sailing of the two ships, by the Fame's hauling her wind and standing in shore; but it was found the stranger had greatly the superiority, upon which we stood on our original course. At half-past six o'clock she hoisted an English ensign and pendant, and bore up; finding from her superior sailing it was impossible to get away, we shortened sail, and got the ship perfectly prepared to receive her; the men at their quarters, and fifteen soldiers of his Majesty's 53d regiment, who were passengers, stationed on the poop with small arms. At seven, she hailed us in English; from the manner of which, and her answers, we had every reason to conclude she was an enemy: at a quarter after seven, being close to us, she put her helm a-starboard, with an evident intention to rake us, which we prevented by porting ours. She then commenced the action within pistol-shot, which we continued till forty minutes after seven, when clearly perceiving she was a ship considerably superior to us, our rigging, sails, and masts very much cut, one man killed, and several wounded, I thought it would only be an useless sacrifice of lives to continue the action longer: the colours being previously shot away, I hailed her, and told her we struck. She proved to be the French frigate, la Piedmontiese, of 46 guns, 28 long 18-pounders (French) on the main-deck, 10 carronades 36-pounders (French), and 8 English 12-pounders on the quarter deck and forecastle, commanded by M. Epron, and manned with 350 Europeans, besides Lascars, &c. Upon boarding us, they took me, my officers, passengers, and ship's company on board the frigate. At 11 P.M. a sail hove in sight, when the frigate cleared for action: the stranger proved to be an Arab, which they had plundered two days before of 40,000 dollars; they detained her, and began to shift the private baggage, and in the morning sent us all on board, on one general parole, except Mr. Marshall, the surgeon, and the boatswain, who were sent to the Isle of France in the Fame.

Myself, my officers, passengers, and ship's company feel ourselves highly satisfied with the conduct of Mons. Epron and his officers.

I understand from our people who were during the night on board the enemy, that she had six men killed and eleven wounded, one of whom was an officer.

I cannot refrain from expressing the great satisfaction I experienced in the cool and steady conduct of all my officers, ship's company, and soldiers, or acknowledging the assistance I received from Captain Dunbar, Mr. Rees, Lieutenants Hurst and Harvey, and Mr. Fernie (cadet), passengers; and I have no hesitation in saying, had the Fame (who only mounted 16 guns, 12-pounders) been of nearly equal force to the enemy, the issue of the contest would have been very different.

List of Killed and Wounded on board the Fame.

Peter Paton, seaman	killed	
Joshua Wear, chief officer	wounded	slightly
Charles Thomas, midshipman	do.	do.
William Marchant, seaman	wounded	
Andrew Thompson, do.	do.	
Thomas Johnson, serjeant	do.	
Anthony Armstead, private	do.	badly.

As it was my intention to have proceeded to Bengal with the ship's company and passengers, in the Arab, it became necessary to put into Point de Galle for a supply of water and provisions; we arrived there on the 27th, and sailed again on the 1st of October. On the 3d, we fell in with his Majesty's ship Belliqueux, Captain Byng, who was cruising off Dondra Head; he took all our people, in consequence of which I did not conceive it any longer necessary for me to proceed to Bengal. I therefore gave the charge of the soldiers to my chief officer, who was, as well as the rest of the officers, desirous to proceed to Bengal; and Captain Byng having very handsomely offered me a passage to Trincomale, where the homeward-bound fleet were expected to rendezvous, I availed myself of his kind offer, and joined the ship there.

Hon. Company's ship Anne, Jan. 23, 1807,
St. Helena Roads.

(COPY.)

To William Ramsay, *Esq. Secretary, &c. &c.*

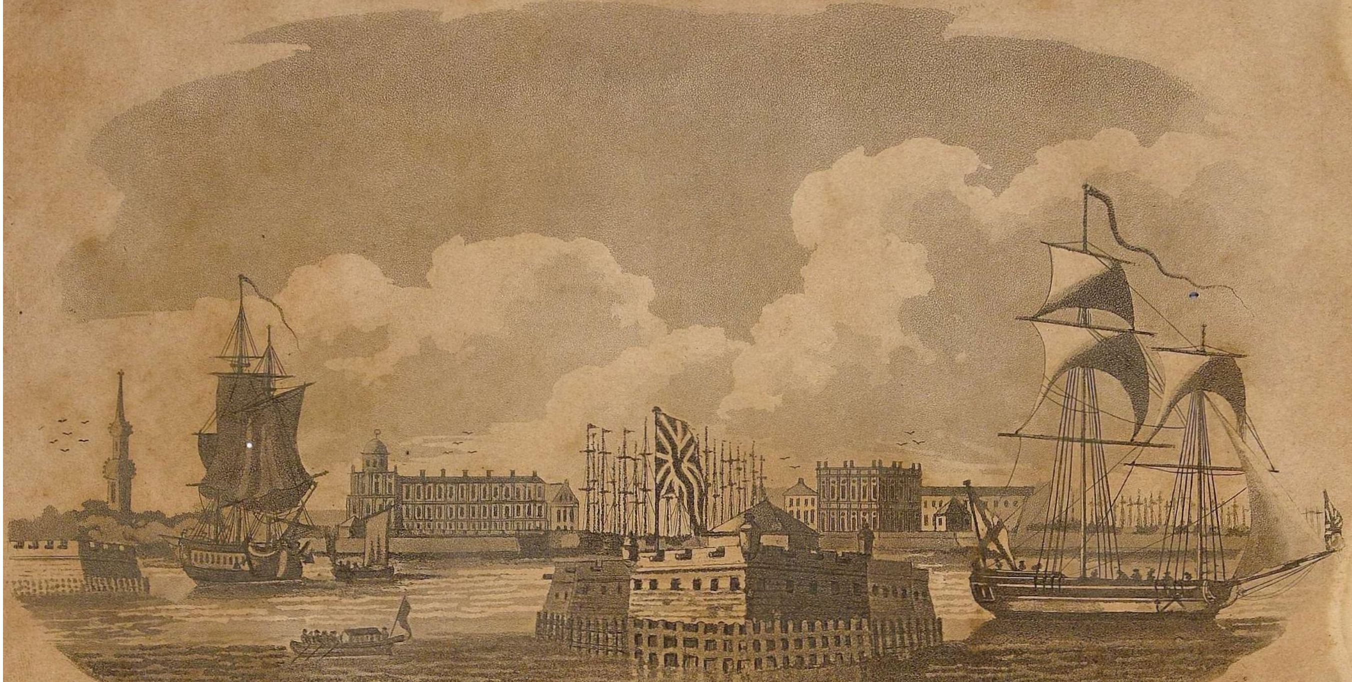
SIR,

It is with the greatest regret that I find myself under the necessity of acquainting you, for the information of the Hon. the Court of Directors, of the capture of the Hon. Company's extra

ship Fame, under my command, on her passage from Bombay to Bengal, the particulars of which are as follows :—

At 2 P.M. September 24, 1806, in lat. 9° 10′ N. and long. 76° E. steering S.W. by S. with the wind at N.W. a sail was discovered right a-head, standing to the westward; upon its being reported to me, I ordered the ship to be cleared for action, and traced up the boarding nettings. In about half an hour she tacked, and stood in shore: we continued the same course and sail until she tacked again at half-past three, and stood out to the westward, keeping close to the wind, when thinking her suspicious, we immediately hauled our wind on the starboard tack, and made all possible sail. At 5 P.M. she tacked again, the wind having shifted so as to enable her to lay up to windward of us; we tacked also, but finding she both weathered and gained considerably upon us, we bore up and steered right before the wind, the Fame sailing best with the wind aft. She still gained fast upon us, and at half-past six hoisted English ensign and pendant, and bore up: finding it was impossible to get away, from her superior sailing, we immediately shortened sail, and got the ship perfectly prepared to receive her; the men at their quarters, and fifteen soldiers, of his Majesty's 53d regiment, who were passengers, stationed on the poop with small arms.

At seven o'clock P.M. she hailed us in English, from the manner of which, and her answers, we had reason to conclude she was an enemy. At 15 minutes after seven, being close to us, she put her helm a-starboard, with an evident intention to rake us, which we prevented by porting ours. She then commenced the action, within pistol-shot, which we continued till 40 minutes past seven, when clearly perceiving she was a ship of considerable superiority to us, our rigging, sails, and masts very much cut, one man killed, and several wounded, I thought it would only be an useless sacrifice of lives to continue the action longer: the colours being previously shot away, I hailed her, and told her we struck. She proved to be the French frigate la Piedmontiese, of 46 guns, 28 long 18-pounders (French) on the main-deck, 10 carronades, 36-pounders (French) and 8 English 12-pounders on the quarter-deck and forecastle, commanded by M. Epron, and manned with 350 Europeans, besides Lascars, &c. Upon boarding us, they took me, my officers, passengers, and ship's company, on board the frigate. At 11 P.M. a sail hove in sight, when the frigate cleared for action: the stranger proved to be an Arab ship; they detained her, and in the morning sent us all on board her (ex-



F. Gibson Esqr. F.L.S. Invt. Hall sculpt.

Published 31 Decr. 1807, by J. Gold, 103, Shoe Lane, Fleet Street.

Cronstadt in Russia.

cept Mr. Marshall, surgeon, and the boatswain), on one general parole.

Myself, my officers, passengers, and ship's company feel ourselves highly satisfied with the conduct of Mons. Epron and his officers.

I understand from our people, who were during the night on board the enemy, that she had six men killed, and eleven wounded, one of whom was an officer.

I cannot conclude without expressing the great satisfaction I experienced, in the cool and steady conduct of all my officers, ship's company, and soldiers, or acknowledging the assistance I received from Captain Dunbar, Mr. Rees, Lieutenants Hurst and Harvey, and Mr. Fernie (cadet), passengers; and I have no hesitation in saying, had the Fame (who only mounted 16 guns) been of nearly equal force to the enemy, the issue of the contest would have been very different. I have the honour to be, Sir,

Yours, &c.

(Signed) JAMES JAMESON.

List of Killed and Wounded on board the Hon. Company's Ship Fame.

Peter Paton, seaman	killed
Joshua Wear, chief officer	wounded slightly
Charles Thomas, midshipman	do. do.
William Marchant, seaman	wounded
Andrew Thompson, do.	do.
Thomas Johnson, serjeant	do.
Anthony Armstead, private	do. badly.

PLATE CCXLVI.

DESCRIPTION OF CRONSTADT, IN RUSSIA.

THE island of Retusari lies at the extremity of the Gulf of Finland, nearly thirty miles west from the city of St. Petersburg; it was taken from the Swedes by Peter I. is a low barren spot, about six miles long, and hardly a mile broad: it is partly surrounded by a rampart of earth, within which stands the town of Cronstadt, founded by Peter, on an elegant and regular plan; and as he intended the court should reside here occasionally, he built a palace, which is now converted into an hospital.

His successors disliking the situation of Cronstadt, seldom visited it, and the buildings went gradually to decay till the reign

of the late Empress, who repaired them, for the reception of sailors and marines. She likewise removed the academy of cadets from Petersburg hither, where 400 sons of sea officers are now educated at the sovereign's expence, for the service of the navy.

Sir Charles Knowles represented to her late Imperial Majesty the many inconveniences attending the building of large ships of war at Petersburg, where vessels, drawing, when completely fitted for sea, 20 feet water, are obliged, with much hazard and expence, to pass a long bar of eight feet, by means of machines called kammels, but though a blind adherence to all Peter's plans (however futile from change of circumstances) rendered his remonstrances fruitless, yet the sound arguments prevalent in them were finally convincing, and many line of battle ships have lately been built at Cronstadt.

The Mole, or haven of Cronstadt, is entirely a work of art: it is formed by strong jetties projecting from the island to the sea, mounted with heavy cannon. The entrance, which is narrow, is closed by a boom drawn across every night, and is defended by two demi-bastions on the jetty heads, the fortress of Cronslot, which is founded in the water on piles nearly opposite the entrance, and the fort of St. John, which likewise stands in the water, about a quarter of a mile below Cronslot, on the north side of the channel, so that it is impossible for an enemy to pass without being exposed to the fire of above 150 pieces of heavy cannon.

The port for merchant ships is parted from the men-of-war's haven by two jetties of granite, forming a canal 300 yards in length, at the head of which are the finest dry docks perhaps in the world. They are likewise cased with granite, and are capable of receiving eight sail of line of battle ships at the same time.

As there is neither regular ebb nor flow here, these docks are sunk 25 feet below the highest level of the water, and the vessel is admitted by means of a lock, and after she is properly secured, the water is conveyed through a canal from the dock into a large receiver, which when full, the water is drawn from it by means of powerful steam engines, and carried off by a canal into the men-of-war's haven.

The Russian marine at Cronstadt generally consists of thirty sail of the line, besides frigates, unrigged and laid up, six sail of the line ready for sea between Cronslot and the entrance of the Mole, and others in dock and upon the stocks.

The jetties, which were since the time of Peter I. formed of timber,

have since, at a most enormous expence, been constructed of large masses of granite, and the building rendered bomb proof.

All British ships, except those of small burthen, lie in the haven of Cronstadt, where their cargoes are brought down from Petersburg by means of small craft.

The number of British ships employed in the Petersburg trade amounts to about 542, each on an average above 300 tons. The cargoes, before they are put on board, are near £2,700,000, when landed £3,700,000. These are chiefly raw materials, to be manufactured in Great Britain and Ireland; consequently, the shipping, the value, the use, are far greater than Britain ever enjoyed from her connection with the *whole* of America.

In the Russian trade, *to all the rest of Europe and America*, the number of ships is only 392; the supposed value of the cargoes, £1,089,50.

Whitby, 11th April, 1805. F. GIBSON, F.A.S.

N. B. In the view of Cronstadt, the centre conspicuous object is the fortress of Cronslot ( ). The next on the right is Peter the Great's Palace, now an hospital ( ); beyond which are the magazines, and the men of war's mole. On the left ( ) is the Cadet's Court, between which and the hospital are seen the masts of the ships in the merchants' haven. Further on the left ( ) is seen the Fort of St. John, and the steeple of a Russian church, on the island of Cronstadt.

IMPORTANT STATE PAPERS.

COPIED FROM THE LONDON GAZETTE.

DECLARATION OF THE EMPEROR OF RUSSIA.

THE greater value the Emperor attached to the friendship of his Britannic Majesty, the greater was his regret at perceiving that that monarch altogether separated himself from him. Twice has the Emperor taken up arms, in which his cause was most directly that of England; and he solicited in vain from England a co-operation which her interest *required*. He did not demand that her troops should be united with his; he desired only that they should effect a diversion. He was astonished that in her cause she did not act in union with him; but coolly contemplating a bloody spectacle, in a war which had been kindled at her will, she sent troops to

attack Buenos Ayres. 'One part of her armies, which appeared destined to make a diversion in Italy, quitted at length Sicily, where it was assembled. There was reason to believe that this was done to make an attack upon the coasts of Naples, when it was understood that it was occupied in attempting to seize and appropriate to itself Egypt.—But what sensibly touched the heart of his Imperial Majesty was, to perceive that England, contrary to her good faith and the express and precise terms of treaties, troubled at sea the commerce of his subjects. And at what an epoch! When the blood of Russians was shedding in the most glorious warfares; which drew down, and fixed against the armies of his Imperial Majesty all the military force of his Majesty the Emperor of the French, with whom England was, and is now at war. When the two Emperors made peace, his Majesty, in spite of his just resentments against England, did not refrain from rendering her service. His Majesty stipulated, even in the very treaty, that he would become mediator between her and France; and finally he offered his mediation to the King of Great Britain. His Majesty announced to the King, that it was with a view to obtain for him honourable conditions. But the British ministry, apparently faithful to that plan which was to loosen and break the bonds which had connected Russia and England, rejected the mediation. The peace between Russia and France was to prepare a general peace. Then it was that England suddenly quitted that apparent lethargy to which she had abandoned herself; but it was to cast upon the north of Europe new firebrands, which were to enkindle and nourish the flames of war, which she did not wish to see extinguished. Her fleets and her troops appeared upon the coasts of Denmark, to execute there an act of violence, of which history, so fertile in examples, does not furnish a single parallel. A tranquil and moderate power, which by long and unchanging wisdom had obtained in the circle of monarchies a moral dignity, sees itself assaulted and treated as if it had been forging plots, and meditating the ruin of England; and all to justify its prompt and total spoliation. The Emperor, wounded in his dignity, in the interests of his people, in his engagements with the courts of the north, by this act of violence committed in the Baltic, which is an enclosed sea, whose tranquility had been for a long period, and with the privity of the cabinet of St. James's, the subject of reciprocal guarantee, did not dissemble his resentment against England, and announced to her that he could not remain insensible to it. His Majesty did not foresee that when England, having employed her force successfully, was about to bear away her prey, she would commit a new outrage against Denmark, and that his Majesty was to share in it. New proposals were made, each more insidious than the foregoing, which were to connect with the British power, Denmark subjected, disgraced; and affecting to applaud what had been wrought against her. The Emperor still less foresaw that it would be proposed to him that he should guarantee this submission, and that he should pledge himself that this act of violence should have no unpleasant consequences to England. Her ambassador believed that it was possible to propose to his Majesty's ministry, that his Majesty should become the apologist and the protector of what he had so loudly blamed. To this proceeding of the cabinet of St.

James's, the Emperor paid no other attention than it deserved. He thought it time to put limits to his moderation. The Prince Royal of Denmark, endowed with a character full of energy and nobleness, and possessing from Providence a dignity equal to his high rank, had informed the Emperor, that, justly incensed at what had taken place at Copenhagen, he had not ratified the convention, and considered it as of no effect. At this moment he has just communicated to his Imperial Majesty new proposals which have been made to him, which serve only to inflame his resistance instead of appeasing it; because they tend to impress upon his actions the seal of degradation, the impression of which they have never borne. The Emperor, touched with the confidence which the Prince Royal placed in him, and having considered his own peculiar complaints against England; having maturely examined, too, the engagements which he had entered into with the powers of the north—engagements formed by the Empress Catharine, and by his late Majesty the Emperor, both of glorious memory—has resolved to fulfil them. His Imperial Majesty, therefore, breaks off all communication with England; he recalls the whole of the mission which he has sent thither; and no longer chooses to keep with him that of his Britannic Majesty. There shall from henceforth be no connection between the two countries. The Emperor declares, that he annuls, and for ever, every preceding convention between England and Russia, and particularly that entered into in 1801, the 5th (17th) of the month of June. He proclaims anew the principles of the armed neutrality, that monument of the wisdom of the Empress Catharine, and engages never to recede from that system. He demands of England complete satisfaction to all his subjects, for their just reclamations of vessels and merchandize, detained against the express tenor of treaties concluded in his own reign. The Emperor engages, there shall be no re-establishment of concord between Russia and England, till satisfaction shall have been given to Denmark. The Emperor expects that his Britannic Majesty, instead of suffering his ministers, as he does, to scatter the seeds of fresh war, listening only to his own feelings, will be disposed to conclude such treaty with his Majesty the Emperor of France, as shall prolong (to use the expression) interminably *(a toute la terme)* the invaluable blessings of peace.—When the Emperor shall be satisfied upon all the preceding points, and especially upon that of peace between France and England, without which no part of Europe can promise itself real tranquility, his Imperial Majesty will then gladly resume with Great Britain those relations of amity, which, under the just discontent which he could not but feel, he has, perhaps, preserved too long.

Given at St. Petersburg, 20th (31st) October.

DECLARATION OF HIS BRITANNIC MAJESTY.

The declaration issued at St. Petersburg, by his Majesty the Emperor of all the Russias, has excited in his Majesty's mind the strongest sensations of astonishment and regret.

His Majesty was not unaware of the nature of those secret engagements which had been imposed upon Russia in the conferences of Tilsit. But his Majesty had entertained the hope, that a review of the transactions of that unfortunate negotiation, and a just estimate of its effects upon the glory of the Russian name, and upon the interests of the Russian empire, would have induced his Imperial Majesty to extricate himself from the embarrassment of those new counsels and connections which he had adopted in a moment of despondency and alarm, and to return to a policy more congenial to the principles which he has so invariably professed, and more conducive to the honour of his crown, and to the prosperity of his dominions.

This hope has dictated to his Majesty the utmost forbearance and moderation in all his diplomatic intercourse with the court of St. Petersburg since the peace of Tilsit.

His Majesty had much cause for suspicion, and just ground of complaint. But he abstained from the language of reproach. His Majesty deemed it necessary to require specific explanation with respect to those arrangements with France, the concealment of which from his Majesty could not but confirm the impression already received of their character and tendency. But his Majesty, nevertheless, directed the demand of that explanation to be made, not only without asperity or the indication of any hostile disposition, but with that considerate regard to the feelings and situation of the Emperor of Russia, which resulted from the recollection of former friendship, and from confidence interrupted, but not destroyed.

The declaration of the Emperor of Russia proves that the object of his Majesty's forbearance and moderation has not been attained. It proves, unhappily, that the influence of that power, which is equally and essentially the enemy both of Great Britain and of Russia, has acquired a decided ascendency in the counsels of the cabinet of St. Petersburg; and has been able to excite a causeless enmity between two nations, whose long-established connection, and whose mutual interests prescribed the most intimate union and co-operation.

His Majesty deeply laments the extension of the calamities of war. But called upon as he is, to defend himself against an act of unprovoked hostility, his Majesty is anxious to refute in the face of the world the pretexts by which that act is attempted to be justified.

The declaration asserts, that his Majesty the Emperor of Russia has twice taken up arms in a cause in which the interest of Great Britain was more direct than his own; and founds upon this assertion the charge against Great Britain of having neglected to second and support the military operations of Russia.

His Majesty willingly does justice to the motives which originally engaged Russia in the great struggle against France. His Majesty avows with equal readiness the interest which Great Britain has uniformly taken in the fates and fortunes of the powers of the continent. But it would surely be difficult to prove that Great Britain, who was herself in a state of hostility with Prussia when the war broke out between Prussia and France, had an interest and a duty more direct in espousing the Prussian quarrel than the

Emperor of Russia, the ally of his Prussian Majesty, the protector of the north of Europe, and the guarantee of the Germanic constitution.

It is not in a public declaration that his Majesty can discuss the policy of having at any particular period of the war effected, or omitted to effect, disembarkations of troops on the coasts of Naples. But the instance of the war with the Porte is still more singularly chosen to illustrate the charge against Great Britain of indifference to the interests of her ally: a war undertaken by Great Britain at the instigation of Russia, and solely for the purpose of maintaining Russian interests against the influence of France.

If, however, the peace of Tilsit is indeed to be considered as the consequence and the punishment of the imputed inactivity of Great Britain, his Majesty cannot but regret that the Emperor of Russia should have resorted to so precipitate and fatal a measure, at the moment when he had received distinct assurances that his Majesty was making the most strenuous exertions to fulfil the wishes and expectations of his ally (assurances which his Imperial Majesty received and acknowledged with apparent confidence and satisfaction; and when his Majesty was, in fact, prepared to employ for the advancement of the common objects of the war, those forces which, after the peace of Tilsit, he was under the necessity of employing to disconcert a combination directed against his own immediate interests and security.

The vexation of Russian commerce by Great Britain is, in truth, little more than an imaginary grievance. Upon a diligent examination, made by his Majesty's command, of the records of the British Court of Admiralty, there has been discovered only a solitary instance in the course of the present war, of the condemnation of a vessel really Russian: a vessel which had carried naval stores to a port of the common enemy. There are but few instances of Russian vessels detained: and none in which justice has been refused to a party regularly complaining of such detention. It is therefore matter of surprize as well as of concern to his Majesty, that the Emperor of Russia should have condescended to bring forward a complaint which, as it cannot be seriously felt by those in whose behalf it is urged, might appear to be intended to countenance those exaggerated declamations, by which France perseveringly endeavours to inflame the jealousy of other countries, and to justify her own inveterate animosity against Great Britain.

The peace of Tilsit was followed by an offer of mediation on the part of the Emperor of Russia, for the conclusion of a peace between Great Britain and France; which it is asserted that his Majesty refused.

His Majesty did not refuse the mediation of the Emperor of Russia; although the offer of it was accompanied by circumstances of concealment, which might well have justified his refusal. The articles of the treaty of Tilsit were not communicated to his Majesty, and specifically that article of the treaty, in virtue of which the mediation was proposed, and which prescribed a limited time for the return of his Majesty's answer to that proposal: and his Majesty was thus led into an apparent compliance with a limitation so offensive to the dignity of an independent sovereign. But the answer so returned by his Majesty was not a refusal: it was a conditional

acceptance. The conditions required by his Majesty were,—a statement of the basis upon which the enemy was disposed to treat; and a communication of the articles of the peace of Tilsit. The first of these conditions was precisely the same which the Emperor of Russia had himself annexed not four months before to his own acceptance of the proffered mediation of the Emperor of Austria. The second was one which his Majesty would have had a right to require, even as the ally of his Imperial Majesty; but which it would have been highly improvident to omit, when he was invited to confide to his Imperial Majesty the care of his honour and of his interests.

But even if these conditions (neither of which has been fulfilled, although the fulfilment of them has been repeatedly required by his Majesty's ambassador at St. Petersburg) had not been in themselves perfectly natural and necessary, there were not wanting considerations which might have warranted his Majesty in endeavouring, with more than ordinary anxiety, to ascertain the views and intentions of the Emperor of Russia, and the precise nature and effect of the new relations which his Imperial Majesty had contracted.

The complete abandonment of the interests of the King of Prussia (who had twice rejected proposals of separate peace, from a strict adherence to his engagements with his Imperial ally), and the character of those provisions which the Emperor of Russia was contented to make for his own interests in the negotiations of Tilsit, presented no encouraging prospect of the result of any exertions which his Imperial Majesty might be disposed to employ in favour of Great Britain.

It is not, while a French army still occupies and lays waste the remaining dominions of the King of Prussia, in spite of the stipulations of the Prussian treaty of Tilsit; while contributions are arbitrarily exacted by France from that remnant of the Prussian monarchy, such as, in its entire and most flourishing state, the Prussian monarchy would have been unable to discharge; while the surrender is demanded, in time of peace, of Prussian fortresses, which had not been reduced during the war; and while the power of France is exercised over Prussia with such shameless tyranny, as to designate and demand for instant death, individuals, subje[illegible] Prussian Majesty, and resident in his dominions, upon a charge of disrespect towards the French government;—it is not while all these things are done and suffered, under the eyes of the Emperor of Russia, and without his interference on behalf of his ally, that his Majesty can feel himself called upon to account to Europe, for having hesitated to repose an unconditional confidence in the efficacy of his Imperial Majesty's mediation.

Nor, even if that mediation had taken full effect, if a peace had been concluded under it, and that peace guaranteed by his Imperial Majesty, could his Majesty have placed implicit reliance on the stability of any such arrangement, after having seen the Emperor of Russia openly transfer to France the sovereignty of the Ionian republic, the independence of which his Imperial Majesty had recently and solemnly guaranteed.

But while the alleged rejection of the Emperor of Russia's mediation, between Great Britain and France, is stated as a just ground of his Imperial

Majesty's resentment; his Majesty's request of that mediation, for the re-establishment of peace between Great Britain and Denmark, is represented as an insult which it was beyond the bounds of his Imperial Majesty's moderation to endure.

His Majesty feels himself under no obligation to offer any atonement or apology to the Emperor of Russia for the expedition against Copenhagen. It is not for those who were parties to the secret arrrangements of Tilsit, to demand satisfaction for a measure to which those arrangements gave rise, and by which one of the objects of them has been happily defeated.

His Majesty's justification of the expedition against Copenhagen is before the world. The declaration of the Emperor of Russia would supply whatever was wanting in it, if any thing could be wanting, to convince the most incredulous of the urgency of that necessity under which his Majesty acted.

But until the Russian declaration was published, his Majesty had no reasón to suspect that any opinions which the Emperor of Russia might entertain of the transactions at Copenhagen could be such as to preclude his Imperial Majesty from undertaking, at the request of Great Britain, that same office of mediator, which he had assumed with so much alacrity on the behalf of France. Nor can his Majesty forget that the first symptoms of reviving confidence, since the peace of Tilsit, the only prospect of success in the endeavours of his Majesty's ambassador to restore the ancient good understanding between Great Britain and Russia, appeared when the intelligence of the siege of Copenhagen had been recently received at St. Petersburg.

The inviolability of the Baltic sea, and the reciprocal guarantees of the powers that border upon it (guarantees said to have been contracted with the knowledge of the British government), are stated as aggravations of his Majesty's proceedings in the Baltic. It cannot be intended to represent his Majesty as having at any time acquiesced in the principles upon which the inviolability of the Baltic is maintained, however his Majesty may, at particular periods, have forborne, for special reasons influencing his conduct at the time, to act in contradiction to them. Such forbearance never could have applied but to a state of peace and real neutrality in the north; and his Majesty most assuredly could not be expected to recur to it, after France has been suffered to establish herself in undisputed sovereignty along the whole coast of the Baltic sea, from Dantzig to Lubeck.

But the higher the value which the Emperor of Russia places on the engagements respecting the tranquility of the Baltic, which he describes himself as inheriting from his immediate predecessors, the Empress Catharine and the Emperor Paul, the less justly can his Imperial Majesty resent the appeal made to him by his Majesty as the guarantee of the peace to be concluded between Great Britain and Denmark. In making that appeal, with the utmost confidence and sincerity, his Majesty neither intended, nor can he imagine that he offered, any insult to the Emperor of Russia. Nor can his Majesty conceive that, in proposing to the Prince Royal terms of peace, such as the most successful war on the part of Denmark could hardly have been expected to extort from Great Britain, his Majesty ren-

dered himself liable to the imputation, either of exasperating the resentment, or of outraging the dignity, of Denmark.

His Majesty has thus replied to all the different accusations by which the Russian government labours to justify the rupture of a connection which has subsisted for ages, with reciprocal advantage to Great Britain and Russia; and attempts to disguise the operation of that external influence by which Russia is driven into unjust hostilities for interests not her own.

The Russian declaration proceeds to announce the several conditions on which alone these hostilities can be terminated, and the intercourse of the two countries renewed.

His Majesty has already had occasion to assert, that justice has in no instance been denied to the claims of his Imperial Majesty's subjects.

The termination of the war with Denmark has been so anxiously sought by his Majesty, that it cannot be necessary for his Majesty to renew any professions on that subject. But his Majesty is at a loss to reconcile the Emperor of Russia's present anxiety for the completion of such an arrangement, with his Imperial Majesty's recent refusal to contribute his good offices for effecting it.

The requisition of his Imperial Majesty for the immediate conclusion, by his Majesty, of a peace with France, is as extraordinary in the substance, as it is offensive in the manner. His Majesty has at no time declined to treat with France, when France has professed a willingness to treat on an admissible basis. And the Emperor of Russia cannot fail to remember that the last negociation between Great Britain and France was broken off, upon points immediately affecting, not his Majesty's own interests, but those of his Imperial ally. But his Majesty neither understands, nor will he admit, the pretension of the Emperor of Russia to dictate the time, or the mode, of his Majesty's pacific negociations with other powers. It never will be endured by his Majesty that any Government shall indemnify itself for the humiliation of subserviency to France, by the adoption of an insulting and peremptory tone towards Great Britain.

His Majesty proclaims anew those principles of maritime law, against which the armed neutrality, under the auspices of the Empress Catharine, was originally directed, and against which the present hostilities of Russia are denounced. Those principles have been recognized and acted upon in the best periods of the history of Europe: and acted upon by no power with more strictness and severity than by Russia herself in the reign of the Empress Catharine.

Those principles it is the right and duty of his Majesty to maintain; and against every confederacy his Majesty is determined, under the blessing of Divine Providence, to maintain them. They have at all times contributed essentially to the support of the maritime power of Great Britain; but they are become incalculably more valuable and important at a period when the maritime power of Great Britain constitutes the sole remaining bulwark against the overwhelming usurpations of France; the only refuge to which other nations may yet resort, in happier times, for assistance and protection.

When the opportunity for peace between Great Britain and Russia shall arrive, his Majesty will embrace it with eagerness. The arrangements of

such a negociation will not be difficult or complicated. His Majesty, as he has nothing to concede, so he has nothing to require: satisfied, if Russia shall manifest a disposition to return to her ancient feelings of friendship towards Great Britain; to a just consideration of her own true interests; and to a sense of her own dignity as an independent nation.

Westminster, December 18, 1807.

At the Court at Windsor, the 18th of December, 1807,

PRESENT,

The King's Most Excellent Majesty in Council.

His Majesty having taken into consideration the injurious and hostile proceedings of the Emperor of all the Russias, as set forth in the Declaration of this date, issued by his Majesty's command; and being determined to take such measures as are necessary for vindicating the honour of his crown, and procuring reparation and satisfaction, his Majesty therefore is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, that general reprisals be granted against the ships, goods, and subjects of the Emperor of all the Russias (save and except any vessels to which his Majesty's license has been granted, or which have been directed to be released from the embargo, and have not since arrived at any foreign port), so that as well his Majesty's fleets and ships, as also all other ships and vessels that shall be commissionated by letters of marque or general reprisals, or otherwise, by his Majesty's commissioners for executing the office of lord high admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods belonging to the Emperor of all the Russias, or his subjects, or others inhabiting within the territories of the Emperor of all the Russias, and bring the same to judgment in any of the courts of admiralty within his Majesty's dominions; and, to that end, his Majesty's advocate-general, with the advocate of the admiralty, are forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorising the commissioners for executing the office of lord high admiral, or any person or persons by them empowered and appointed, to issue forth and grant letters of marque and reprisals to any of his Majesty's subjects, or others whom the said commissioners shall deem fitly qualified in that behalf, for the apprehending, seizing, and taking the ships, vessels, and goods belonging to Russia, and the vassals and subjects of the Emperor of all the Russias, or any inhabiting within his countries, territories, or dominions (except as aforesaid); and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and his Majesty's advocate-general, with the advocate of the admiralty, are also forthwith to prepare the draft of a commission, and present the same to his Majesty at this board, authorizing the said commissioners for executing the office of lord high admiral, to will and require the High Court of Admiralty of Great Britain, and the lieutenant and judge of the said court, his surrogate or surrogates, as also the several courts of Admiralty within his Majesty's dominions, to take cognizance of,

and judicially proceed upon, all and all manner of captures, seizures, prizes, and reprisals of all ships and goods that are or shall be taken, and to hear and determine the same, and, according to the course of admiralty, and the laws of nations, to adjudge and condemn all such ships, vessels, and goods as shall belong to Russia, or the vassals and subjects of the Emperor of all the Russias, or to any others inhabiting within any of his countries, territories, and dominions (except as aforesaid); and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; and they are likewise to prepare, and lay before his Majesty at this board a draft of such instructions as may be proper to be sent to the courts of admiralty in his Majesty's foreign governments and plantations, for their guidance herein; as also another draft of instructions for such ships as shall be commissionated for the purpose above mentioned.

CAMDEN, P. ST. HELEN'S.
WESTMORLAND, C. P. S. SP. PERCEVAL.
HAWKESBURY. GEORGE CANNING.
MULGRAVE.

PROCLAMATION OF THE PRINCE REGENT OF PORTUGAL.

Having endeavoured, by all the means in my power, to maintain the neutrality hitherto enjoyed by my faithful and beloved subjects, and having exhausted my royal treasury, and made other sacrifices, proceeding even to the extremity of shutting the ports of my dominions against the subjects of my royal ally, the King of Great Britain, thus exposing the commerce of my people to total ruin, and consequently suffering the greatest losses in the collection of the revenues of the crown; I find that the troops of the Emperor of the French and King of Italy, with whom I had united myself on the continent, in the hope of being free from further molestation, are actully marching into the interior of my kingdom, and are on their way to this capital: and desiring to avoid the fatal consequences of a defence, which would be more dangerous than profitable, serving only to occasion an effusion of blood dreadful to humanity, and to inflame the animosity of the troops which have entered this kingdom, under a declaration and promise that they will not commit any the smallest hostility; and knowing also that these troops are most particularly destined against my royal person, and that my faithful subjects would be under less apprehensions were I absent from the kingdom, I have resolved, for the welfare of my subjects, to retreat, with the Queen my mother, and all my royal family, to my dominions in America, there to establish myself in the city of Rio de Janeiro, until a general peace. And moreover, considering the importance of leaving the government of these kingdoms in that good order, which is for their advantage and for that of my people (a matter which I am essentially bound to provide for), and having duly reflected on all the circumstances of the moment, I have resolved to nominate to be Governor and Regent of these kingdoms, during my absence, my truly beloved cousin the Marquis D'Abrantio Franciso da Cunha de Menezes, lieutenant-general of my forces; the principal Castro, one of

my council, and a Rigidor de Justica, Pectroda Meller Breynez, also of my council, who will act as president of my treasury during the incapacity of Luis de Vas Concilios Seuzis (who is unable to fulfil that function at present on account of illness); Don Francisco de Nordonka, President of the Board of Concience and Religious Orders; and in the absence of any of them, the Conde De Castro Mazim, grand huntsman, whom I have nominated President of the Senate, with the assistance of the Secretaries thereof; the Conde de Sampayo, and in his absence, Don Miguel de Periro Forgaz; and my attorney-general, Jocco Antonio Salter de Mendanea; on account of the great confidence I have in them, and of the experience which they possess in matters of government; being certain that my people and kingdom will be governed and directed in such a manner that my conscience will be discharged, and that this Regency will entirely fulfil its duty, so long as it shall please God that I shall be absent from this capital: administering justice with impartiality; distributing rewards and punishments as they may be merited. And these regents and administrators will farther hold this to be my pleasure, and fulfil my order in the form thus mentioned, and in conformity to the instructions signed by me, and accompanying this decree, which they will communicate to the proper departments.

"*Palace of Ajunda,* (Signed) "THE PRINCE."
27th Nov. 1807."

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(*November—December.*)

RETROSPECTIVE AND MISCELLANEOUS.

IT may now be considered, that Great Britain and Russia are at war. Lord Gower, the British ambassador at St. Petersburg, has quitted that capital; an embargo has been laid upon all British shipping, merchandise, and property of every description, in the Russian ports; and, evidently under the influence of Buonaparte, the Emperor Alexander has weakly submitted to fulminate a haughty, yet feeble and sophistical, declaration against this country.

These measures have been becomingly answered on the part of England. Our limits will not permit us to enter into particulars; but we must observe, that the declaration of his Britannic Majesty cannot fail of being perused with heartfelt pride and satisfaction, by every true patriot; as, point by point, it refutes, in the most masterly style, every charge that is adduced by the Emperor of Russia against the English government, in vindication of his own conduct.

Dignified and magnanimous, the proceedings of his Majesty, respecting the merchant vessels of Russia, may furnish a lesson to the whole civilized world: they are such as, were he susceptible of shame, or of the common feelings of man, would force the tyrant of the continent to sink to the earth with self-detestation and contempt. Instead of taking a mean advan-

tage of the ignorant and unsuspecting, it has been determined, that such Russian ships as have already sailed, or which may sail before the 1st of January, from the ports of their own country, for England, shall be at liberty to discharge their cargoes, to receive their freightage, and to return (by license) to any Russian port not actually blockaded. Letters of marque and reprisals, however, have been issued against Russian shipping.

The particulars of the embarkation of the royal family of Portugal, for the Brazils, are so amply, and so interestingly given, in the despatches of Sir Sidney Smith and Lord Strangford, that it is unnecessary to enlarge upon them.

In the historical department of our CHRONICLE, for *October—November*, we announced the arrival of a Russian fleet in the Tagus. Sir Sidney Smith, in his despatches relating to the embarkation of the Portuguese court, has given some account of them; and, in all probability, we shall soon have a *more satisfactory* one from the same quarter. Should this brave and spirited commander succeed in sending them after the Danish ships, it will furnish an instance, in the course of *four* months, of *three* entire fleets having been snatched from the grasp of Buonaparte, by the energy and address of Britain.

Admiral Sir Charles Cotton's expedition, with General Spencer on board, sailed from Spithead on the 20th of December, and is understood to have proceeded direct for Lisbon. It is generally believed, that, on his arrival there, he will take the command of the blockading squadron; and that Sir Sidney Smith, accompanied by General Spencer, will proceed on another expedition, the object of which is supposed to be Madeira. It has even been said, that the Prince Regent of Portugal signed an order, as far back as August last, directing the governor of that island to deliver it into the hands of the English.

According to the proceedings of the Legislative Body, in Holland, that country suffers dreadfully from the restrictions upon commerce which have been imposed by Buonaparte. The complaints on this head are even "loud and deep."

Mr. Jefferson, the American president, in his message, on the opening of Congress, has indulged himself in expatiating, at great length, on the alleged injuries sustained by America, from this country; whilst those received from France are passed over in silence. Some debates have taken place on the subject; but it is understood, that at least two thirds of the Senate, and of the House of Representatives, are in favour of peace with England.

Sir Arthur Paget has returned, without success, from his mission to the Porte.

Buonaparte is upon a journey, apparently towards the frontiers of Turkey.

The affair at Canton, respecting the murder of a Chinese by an English seaman, is understood to have been amicably adjusted.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, NOVEMBER 7, 1807.

Copy of a letter from Captain Browne, to Admiral Young, and transmitted by the latter to the Honourable William Wellesley Pole.

His Majesty's sloop Plover, at Sea,
October 30, 1807.

SIR,

I HAVE the honour to report to you, that this day, at half-past one P.M. Scilly bearing, by compass, S.W. seven leagues, his Majesty's sloop under my command, in company with his Majesty's sloop Swallow, captured the French lugger privateer, la Bohemienne, of two carriage guns, with 44 men, 16 of whom are absent in prizes. She sailed from St. Maloes on the 15th instant, quitted the French coast on the 25th following, and has captured the vessels named in the margin,* in the North Channel.

I have the honour to be, &c.

Admiral Young, &c. PHILIP BROWNE.

Copy of a letter from Cristo fa Olabisa, dated Gibraltar, September 27, 1807, to W. Marsden, Esq. late Secretary of the Admiralty.

SIR,

I beg leave to inform you, that, being off Majorca on the 14th of August last, I fell in with, and captured, by boarding, the Spanish gun-boats, Nos. 5 and 9; the former commanded by Don Juan Dometo y Sareda, and the latter by Don Ansfore Orell, both lieutenants in the Spanish navy. No. 5 was manned with 36, and No. 9 with 34 men, and were each armed with one 18-pounder, swivels, and small arms: that I arrived with the said gun-boats in this bay about eighteen days since, together with a French polacre and a French tartan, laden with sundry merchandize, and a Spanish boat in ballast. I am, &c.

CRISTO FA OLABISA.

Admiralty Office, November 7, 1807.

The Lords Commissioners of the Admiralty take this public method of testifying their high approbation of the zealous and spirited conduct of those officers and seamen who, on the shortest notice, stood forward to volunteer their services in assisting to bring home from Copenhagen the Danish fleet; and of expressing the just sense they entertain of their great utility (as represented by Admiral Lord Gambier) in the service on which they have been employed. By command of their lordships,

W. W. POLE.

NOVEMBER 12.

Copy of a letter from Captain E. A. Down, of his Majesty's sloop Bittern, dated Malta, August 6, 1807, transmitted by Lord Collingwood, commander in chief in the Mediterranean, to the Hon. W. W. Pole.

MY LORD,

I have the honour to inform your lordship, that on the 2d instant, off Cape Passaro, I fell in with, and after a chase of two hours, captured the

---

* Hope, sloop of Cardigan, Favourite, sloop of Ipswich, and two other sloops, names unknown.

Spanish settee privateer El Verga del Rosaria, of two long guns, and twenty men, from Tunis 28 days, and had captured three Maltese vessels, one of which, laden with brandy and wine, I recaptured the same day.

I have the honour to be, &c.

E. A. DOWN.

Extract of a letter from Captain Sturt, of his Majesty's sloop Skylark, dated November 8, 1807, to Vice-Admiral Rowley, in the Downs, by whom it was transmitted to the Hon. W. W. Pole.

SIR,

It is with great satisfaction I acquaint you, that we last night, after a chase of one hour and fifty-five minutes, captured le Renarde, French privateer lugger, of 14 guns, and 39 men, belonging to Calais, which place she had left that evening, and was in the act of taking possession of a collier brig, under the North Foreland, which they afterwards abandoned, on observing us pursue them, and we took charge of her.

The obstinacy of the captain in not surrendering when repeatedly called to, and likewise an attempt he made to lay us on board, obliged us to fire, by which he was severely wounded, and the lugger's main-mast shot away.

The captain of the Renarde is the person who took the Argus, and he communicates that his vessel was run down by her, and that the master has since had his arm amputated; the prisoners also mention, that the privateer who lately engaged the Active, lost eight men killed, and seven wounded in the encounter. I have the honour to be, &c.

H. E. P. STURT.

NOVEMBER 17.

Copy of a letter from Vice-Admiral Russell, to the Hon. W. W. Pole, dated on board his Majesty's ship Majestic, Yarmouth Roads, the 14th inst.

SIR,

I herewith enclose a letter from the Right Honourable Lord George Stuart, captain of his Majesty's ship l'Aimable, reporting to me that he has captured la Decidé, a French privateer, which I beg you will be pleased to lay before my Lords Commissioners of the Admiralty.

I am, &c. T. M. RUSSELL.

His Majesty's ship l'Aimable, in Yarmouth Roads, November 13, 1807.

SIR,

I beg leave to inform you, that on the 11th instant at daylight (the Vlie Island then bearing S. 22° E. distance seventy-two miles) we perceived a lugger bearing south of us, distance about seven miles, but it being nearly calm, we were unable to chase; however, were fortunate enough to get the breeze about one o'clock, and I have great satisfaction in acquainting you, that after a chase of five hours, we succeeded in capturing her. She proves to be la Decidé, a beautiful large French lugger privateer, mounting 16 guns, with a complement of 51 men, (out from Dunkirk three days) but having only 37 on board, the rest being away in the Mary transport, marked J. Z. (her only capture this cruize) which she succeeded in taking the day before at two o'clock, having on board nine artillery drivers and six horses, from Copenhagen.

Though we had not the good fortune to fall in with the transport, I have the pleasure to state, that we have found the troops and seamen on board the lugger, with the master of the vessel.

The taking of this lugger will, I trust, be of considerable import, as she is considered the fastest sailing vessel out of Dunkirk, and has escaped the

vigilance of our cruisers for the last three years past, and has done considerable damage to the trade during that time.

I have the honour to be, &c.

To T. M. Russell, Esq. Vice-Admiral of the Blue, &c. G. STUART.

Extract of a letter from Vice-Admiral Douglas, commander in chief of his Majesty's ships and vessels at North Yarmouth, to the Hon. W. W. Pole, dated November 15, 1807.

I have the honour to enclose a letter from Captain Sutton, of his Majesty's sloop Oberon, acquainting me with his having captured the Ratafia, French lugger privateer, mounting 14 guns, which had been cruising four days without taking any thing, and is now in these roads.

His Majesty's sloop Oberon, Yarmouth Roads, November 14, 1807.

SIR,

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that yesterday, at half-past eight A.M. Lowestoffe bearing W. by N. distance ten leagues, I fell in with, and after a chase of four hours, captured the French lugger privateer Ratafia, of Dunkirk, carrying 14 guns, (only two of which were mounted, the rest in the hold) and 38 men, commanded by Gilbert Lafozeste, a lieutenant in the French navy. She sailed from Delszyb, in the river Ems, the 9th instant, and, am happy to say, she has made no captures. From the number of prisoners I thought it necessary to return to these roads.

I am, Sir, &c.

G. M. SUTTON, Captain.

To Vice-Admiral Douglas, &c. Yarmouth.

NOVEMBER 21.

Copy of a letter from Admiral Young, to Mr. Secretary Pole, dated on board his Majesty's ship Salvador del Mundo, Hamoaze, the 8th instant.

SIR,

I herewith transmit to you a letter which I have received from the commander of the Swallow, giving an account of his having captured the French schooner privateer Friedland, which you will be pleased to lay before the Lords Commissioners of the Admiralty. I have the honour to be, &c.

W. YOUNG.

SIR, *Swallow, Mount's Bay, November* 16, 1807.

I have to acquaint you, that yesterday, the Lizard bearing north seven or eight leagues, his Majesty's sloop under my command fell in with and captured the French schooner privateer Friedland, of two guns (which were thrown overboard in the chase) and forty-one men; she sailed from Morlaix the day before, and had made no capture.

I have the honour to be, &c.

To William Young, Esq. Admiral of the Blue, &c. Plymouth. A. MILNER.

Extract of a letter from Vice-Admiral Russell to the Hon. W. W. Pole, dated on board his Majesty's ship Majestic, in Yarmouth Roads, the 19th instant.

Be pleased to acquaint my Lords Commissioners of the Admiralty, that the Carrier cutter has taken, and yesterday sent in here, a French cutter privateer; and I am happy in being able to add, that is the third privateer brought in here within five days.

Copy of a letter from Captain Lake, of his Majesty's sloop Surinam, addressed to Admiral Lord Gardner, a duplicate of which has been transmitted to this Office by Admiral Young.

His Majesty's sloop Surinam, Plymouth Sound,
November 18, 1807.

MY LORD,

After leaving your lordship's fleet on the 15th instant to proceed to Plymouth, at three A.M. on the 17th, Ushant south seventeen leagues, I fell in with, and after a chase to the N.E. of ten hours, captured the French privateer l'Amiral Dacrés, mounting 14 long six-pounders, and 76 men, Jean G. Michel, master; sailed from St. Malo the day before, made no capture. She is a large vessel, quite new, well formed, this being her first cruise. I have the honour to be, &c.

JOHN LAKE.

To the Right Hon. Admiral Lord Gardner, &c.

Copy of a letter from Mr. William Milne, acting Lieutenant of his Majesty's cutter Carrier, to the Hon. W. W. Pole, dated Grimsby, the 17th inst.

SIR,

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that about half-past three o'clock P.M. on the 14th inst. seeing a strange sail a-head, which I conceived to be a fishing boat, I steered towards her, (not being out of our course) in hopes of gaining information about the land, as we had no observation for three days.

At four we were nearly alongside of her, when she hoisted French colours, and commenced action. At that time blowing very hard, and a great sea running, on this account it was half an hour before she struck, for we could make very little use of our great guns, being only four in number; and this she would not have done so soon, as it was her intention to board us: at that moment we shot away her colours and main haulyards, when they called out for quarter; Cromar light bearing, by our reckoning, S.W. distance ten leagues.

She proved to be l'Actif French privateer, cutter-rigged, and a fast sailer, though not calculated for his Majesty's service, commanded by Norbat Corenwinder, commissioned for eight guns, but had only two on board when taken, with thirty-two men. She left Dunkirk three weeks before, and had captured two vessels, one a galliot, detained by the Sybille frigate, and an English sloop, named the Lord Keith.

I have the satisfaction of bearing testimony to the good conduct of my officers and crew, consisting of sixteen men, with A. S. Newall, Purser of his Majesty's sloop Actæon (who was passenger on board), for the able assistance he afforded me during the action.

I have the pleasure of informing you, that no lives were lost on either side; but the privateer had four men wounded.

I am, &c.

W. MILNE, Acting Lieut.

P. S. Having sent an officer and a party of men on board of the privateer, I ordered her to proceed to Yarmouth, and parted company with her on the following evening in a heavy gale of wind, off Cromar Light.

NOVEMBER 28.

Copy of a letter from Admiral Young, to the Hon. W. W. Pole, dated on board his Majesty's Ship Salvador del Mundo, in Hamoaze, the 26th instant.

SIR,

I herewith transmit a letter which I have received from the Commander of his Majesty's sloop Scorpion, stating his having captured the Glaneuse

French ketch privateer, of sixteen guns, and eighty men; which you will be pleased to lay before the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

W. YOUNG.

His Majesty's Sloop Scorpion, at Sea, Lat. 49 Deg. 27 Min. N. Long. 9 Deg. 30 Min. W. November 21, 1807.

SIR,

Having disguised his Majesty's sloop Scorpion, under my command, towards the close of day, I have the satisfaction of informing you I succeeded in decoying under our guns, and eventually capturing, at ten P. M. la Glaneuse, French ketch privateer, of sixteen guns, and eighty men, Louis Joseph Guinian, commander, (who fell a sacrifice to his temerity by endeavouring to escape when within pistol-shot). She is a remarkably fine vessel, on a new construction, copper-fastened, well appointed, and her first cruise, ten days from St. Maloes, and had taken two vessels.*

I have the honour to be, &c.

FRANCIS STANFELL.

Admiral Young, &c. Plymouth.

DECEMBER 5.

Copy of a letter from Lord Gardner, to the Hon. W. W. Pole, dated on board the Ville de Paris, off Ushant, Nov. 27, 1807.

SIR,

I desire that you will be pleased to lay before their lordships the enclosed copy of a letter, which I received this day from Captain Vansittart, of the Fortunée, giving an account of the capture, by that ship, of Le Magicien French lugger privateer, pierced for fourteen guns, (but having only two on board), with forty-four men.

I have the honour to be, &c.

GARDNER.

His Majesty's Ship Fortunée, Plymouth Sound, November, 20, 1807.

MY LORD,

I have great pleasure in communicating to your lordship the capture of a French lugger privateer by his Majesty's ship under my command, Scilly islands bearing N. E. by E. eight or nine leagues. She is named Le Magicien, pierced for fourteen guns (but having only two on board), with forty-four men; sailed from St. Maloes six days since; had not taken any thing.

I have the honour to be, &c.

S. VANSITTART.

To the Right Hon. Lord Gardner, Admiral of the White, &c.

DECEMBER 8.

Copy of a letter from Captain Francis Stanfell, of his Majesty's Sloop the Scorpion, to Admiral Young, and transmitted by the latter Officer to the Hon. W. W. Pole, dated on board his Majesty's Sloop Scorpion, Scilly bearing N. 23 Deg. W. 106 Miles, December 3, 1807.

SIR,

Availing myself of information gained by the capture of La Glaneuse, relative to the celebrated ketch privateer out of St. Maloes, it is with infinite satisfaction I inform you I fell in with her, and, after a chase of twelve hours, captured la Glaneur, of ten guns and sixty men, Mons. Jaquel Fabre, Commander, six days from Brest. She has been repeatedly chased, and escaped

* Ship Alfred, from Newfoundland to Poole; and a Portuguese schooner, detained by the Alarm privateer.

by superiority of sailing, and is well known at Lloyd's to have done more mischief than all the privateers out of St. Maloes, having run two years with uninterrupted luck. I beg to subjoin the names of two vessels taken by her, and have the honour to be, &c.

FRANCIS STANFELL.

To Wm. Young, Esq. Admiral of the Blue, and Commander in Chief, &c.

Horatio Brig, David Mill, Master, from London to Mogadore.

La Gloria Portuguese Ship, from Oporto to London.

F. STANFELL.

DECEMBER 12.

Extract of a letter from Admiral Montague, to the Hon. W. W. Pole, dated on board His Majesty's Ship Royal William, at Spithead, the 11th instant.

I enclose a letter I have received from Captain Honyman, of his Majesty's ship Leda, acquainting me of his having chased and taken a French lugger privateer, of eighteen guns. I am sorry to add that she is on shore at Bembridge Ledge, with little hopes of getting her off.

His Majesty's Ship Leda, December 4, Beachy Head bearing N. N. W. ten or eleven leagues.

SIR,

I have the honour to acquaint you, that at eight o'clock this morning, Cape de Caux bearing S. S. W. distance four leagues, we discerned a lugger and a brig standing for the French coast, and conceiving the lugger to be a privateer, with her prize, I stood towards them, when the brig ran for Havre de Grace, and the lugger stood E. by S. when I instantly gave chase to her, and, after a run of six hours we came up with her, and found her to be the L'Adolphe French privateer, Mons. Nicholas Famenter, commander, eight days from Boulogne. She is a remarkable fine vessel, is entirely new, sails uncommonly well, and mounts ten eighteen-pound carronades, four long four-pounders, two two-pounders, and two swivels; had seventy men on board when she sailed, but has now only twenty-five, the others having been sent away in prizes she has captured.

I have the honour to be, &c.

Admiral Montague, &c. ROB. HONYMAN.

DECEMBER 15.

Copy of a letter from Captain E. Heywood, of his Majesty's Ship Astrea, to the Hon. W. W. Pole, dated on board that Ship, the 14th instant.

SIR,

I have to acquaint you of the capture of the French lugger privateer Providence, mounting fourteen guns and fifty-two men, by his Majesty's ship Astrea, under my command, who was joined in the chase by his Majesty's brig Royalist. I am, &c.

E. HEYWOOD.

DECEMBER 19.

Copy of a Letter from Vice-Admiral Russel, to the Hon. W. W. Pole, dated on board his Majesty's Ship the Flora, Yarmouth Roads, 16th instant.

SIR,

Herewith I enclose a letter from Captain Palmer, reporting to me that he had, on the 14th instant, captured the Friedland, French lugger privateer, of eighteen guns, and forty-two men, which I beg you will be pleased to lay before my Lords Commissioners of the Admiralty.

I am, &c.

T. M. RUSSELL.

His Majesty's Sloop Alacrity, at Sea, Lowestoff, bearing W. by S. by Compass, ten leagues, December 14, 1807.

SIR,

I have the honour to acquaint you, that on the 14th instant, at six P. M. his Majesty's sloop Alacrity, under my command, came up with and captured, after a chase of two hours, the French privateer lugger Friedland, of Dunkirk, commanded by Francis Louis Beens, being quite a new vessel, on her second cruise, mounting eighteen guns, and forty-two men, out two days, having made one capture, a Swedish galliot, from Stockholm, bound to Plymouth, laden with tar and iron. There is one man killed on board the privateer. I have the honour to be, &c.

NISBET PALMER.

T. M. Russel, Esq. Vice-Admiral of the Blue, Commander in Chief, &c.

Foreign Office, December 19, 1807.

A despatch, of which the following is a copy, has been this day received from Lord Viscount Strangford, his Majesty's minister plenipotentiary at the court of Lisbon, by the Right Hon. George Canning, his Majesty's principal secretary of state for foreign affairs:

His Majesty's ship Hibernia, off the Tagus, November, 29, 1807.

SIR,

I have the honour of announcing to you, that the Prince Regent of Portugal has effected the wise and magnanimous purpose of retiring from a kingdom which he could no longer retain, except as the vassal of France; and that his Royal Highness and family, accompanied by most of his ships of war and by a multitude of his faithful subjects and adherents have this day departed from Lisbon, and are now on their way to the Brazils, under the escort of a British fleet.

This grand and memorable event is not to be attributed only to the sudden alarm excited by the appearance of a French army within the frontiers of Portugal. It has been the genuine result of the system of persevering confidence and moderation adopted by his Majesty towards that country; for the ultimate success of which I had in a manner rendered myself responsible; and which, in obedience to your instructions, I had uniformly continued to support, even under appearances of the most discouraging nature.

I had frequently and distinctly stated to the cabinet of Lisbon, that in agreeing not to resent the exclusion of British commerce from the ports of Portugal, his Majesty had exhausted the means of forbearance; that in making that concession to the peculiar circumstances of the Prince Regent's situation, his Majesty had done all that friendship and the remembrance of ancient alliance could justly require; but that a single step beyond the line of modified hostility, thus most reluctantly consented to, must necessarily lead to the extremity of actual war.

The Prince Regent, however, suffered himself for a moment to forget that, in the present state of Europe, no country could be permitted to be an enemy to England with impunity, and that however much his Majesty might be disposed to make allowance for the deficiency of the means possessed by Portugal of resistance to the power of France, neither his own dignity, nor the intetests of his people, would permit his Majesty to accept than excuse for a compliance with the full extent of her unprincipled demands. On the 8th instant, his Royal Highness was induced to sign an order for the detention of the few British subjects, and of the inconsiderable portion of British

property which yet remained at Lisbon. On the publication of this order I caused the arms of England to be removed from the gates of my residence, demanded my passports, presented a final remonstrance against the recent conduct of the court of Lisbon, and proceeded to the squadron commanded by Sir Sidney Smith, which arrived off the coast of Portugal some days after I had received my passports, and which I joined on the 17th instant.

I immediately suggested to Sir Sidney Smith the expediency of establishing the most rigorous blockade at the mouth of the Tagus; and I had the high satisfaction of afterwards finding that I had thus anticipated the intentions of his Majesty; your despatches (which I received by the messenger Sylvester on the 23d) directing me to authorize that measure, in case the Portuguese government should pass the bounds which his Majesty had thought fit to set to his forbearance, and attempt to take any farther step injurious to the honour or interests of Great Britian.

Those despatches where drawn up under the idea that I was still resident at Lisbon, and though I did not receive them until I had actually taken my departure from that court, still, upon a careful consideration of the tenor of your instructions, I thought that it would be right to act as if that case had not occurred. I resolved, therefore, to proceed forthwith to ascertain the effect produced by the blockade of Lisbon, and to propose to the Portuguese government, as the only condition upon which that blockade could cease, the alternative (stated by you) either of surrendering the fleet to his Majesty, or of immediately employing it to remove the Prince Regent and his family to the Brazils. I took upon myself this responsibility in renewing negotiations after my public functions had actualy ceased, convinced that, although it was the fixed determination of his Majesty not to suffer the fleet of Portugal to fall into the possession of his enemies, still his Majesty's first object continued to be the application of that fleet to the original purpose, of saving the royal family of Braganza from the tyranny of France.

I accordingly requested an audience of the Prince Regent, together with due assurances of protection and security; and upon receiving his Royal Highness's answer, I proceeded to Lisbon on the 27th, in his Majesty's ship Confiance, bearing a flag of truce. I had immediately most interesting communications with the court of Lisbon, the particulars of which shall be fully detailed in a future despatch. It suffices to mention in this place, that the Prince Regent wisely directed all his apprehensions to a French army, and all his hopes to an English fleet; that he received the most explicit assurances from me that his Majesty would generously overlook those acts of unwilling and momentary hostility to which his Royal Highness's consent had been extorted; and that I promised to his Royal Highness, on the faith of my sovereign, that the British squadron before the Tagus should be employed to protect his retreat from Lisbon, and his voyage to the Brazils.

A decree was published yesterday, in which the Prince Regent announced his intention of retiring to the city of Rio de Janeiro until the conclusion of a general peace, and of appointing a regency to transact the administration of government at Lisbon during his Royal Highness's absence from Europe.

This morning the Portuguese fleet left the Tagus. I had the honour to accompany the Prince in his passage over the bar. The fleet consisted of eight sail of the line, four large frigates, several armed brigs, sloops, and corvettes, and a number of Brazil ships, amounting, I believe, to about thirty-six sail in all. They passed through the British squadron, and his Majesty's ships fired a salute of twenty-one guns, which was returned with an equal number. A more interesting spectacle than that afforded by the junction of the two fleets has been rarely beheld.

On quitting the Prince Regent's ship, I repaired on board the Hibernia, but returned immediately, accompanied by Sir Sidney Smith, whom I pre-

sented to the Prince, and who was received by his Royal Highness with the most marked and gracious condescension.

have the honour to enclose lists * of the ships of war which were known to have left Lisbon this morning, and which were in sight a few hours ago. There remain at Lisbon four ships of the line, and the same number of frigates, but only one of each sort is serviceable.

I have thought it expedient to lose no time in communicating to his Majesty's government the important intelligence contained in this despatch; I have therefore to apologise for the hasty and imperfect manner in which it is written. I have the honour to be, &c.

STRANGFORD.

Admiralty Office, December 21, 1807.

Despatches, of which the following are extracts and copies, were received at this office on Saturday last, by Captain Yeo, of his Majesty's sloop Confiance, from Rear-Admiral Sir William Sidney Smith, addressed to the Hon. William Wellesley Pole.

His Majesty's ship Hibernia, 22 leagues west of the Tagus, Dec. 1, 1807.

SIR,

In a former despatch, dated the 22d November with a postscript of the 26th, I conveyed to you, for the information of my Lords Commissioners of the Admiralty, the proofs contained in various documents of the Portuguese government being so much influenced by terror of the French arms as to have acquiesced to certain demands of France operating against Great Britain. The distribution of the Portuguese force was made wholly on the coast, while the land side was left totally unguarded. British subjects of all descriptions were detained; and it therefore became necessary to inform the Portuguese government, that the case had arisen, which required, in obedience to my instructions, that I should declare the Tagus in a state of blockade; and Lord Strangford agreeing with me that hostility should be met by hostility, the blockade was instituted, and the instructions we had received were acted upon to their full extent; still, however, bearing in recollection the first object adopted by his Majesty's government, of opening a refuge for the head of the Portuguese government, menaced as it was by the powerful arm, and baneful influence of the enemy, I thought it my duty to adopt the means open to us, of endeavouring to induce the Prince Regent of Portugal to reconsider his decision "to unite himself with the continent of Europe," and to recollect that he had possessions on that of America, affording an ample balance for any sacrifice he might make here, and from which he would be cut off by the nature of maritime warfare, the termination of which could not be dictated by the combination of the continental powers of Europe.

In this view, Lord Strangford having received an acquiescence to the proposition which had been made by us, for his lordship to land and confer with the Prince Regent under the guarantee of a flag of truce, I furnished his lordship with that conveyance and security, in order that he might give to the Prince that confidence which his word of honour as the King's minister plenipotentiary, united with that of a British admiral, could not fail to inspire towards inducing his Royal Highness to throw himself and his fleet into the arms of Great Britain, in perfect reliance on the King's overlooking a forced act of apparent hostility against his flag and subjects, and establishing his Royal Highness's government in his ultramarine possessions, as originally promised. I have now the heartfelt satis-

---

* See Rear-Admiral Sir Sidney Smith's despatches.

faction of announcing to you, that our hopes and expectations have been realised to the utmost extent. On the morning of the 29th, the Portuguese fleet, (as per list annexed) came out of the Tagus with his Royal Highness the Prince of Brazil, and the whole of the royal family of Braganza on board, together with many of his faithful counsellors and adherents, as well as other persons attached to his present fortunes.

This fleet, of eight sail of the line, four frigates, two brigs, and one schooner, with a crowd of large armed merchant ships, arranged itself under the protection of that of his Majesty, while the firing of a reciprocal salute of twenty-one guns announced the friendly meeting of those, who, but the day before, were on terms of hostility; the scene impressing every beholder (except the French army on the hills) with the most lively emotions of gratitude to Providence, that there yet existed a power in the world able, as well as willing, to protect the oppressed.

I have the honour to be, &c.

W. SIDNEY SMITH.

List of the Portuguese Fleet that came out of the Tagus on the 29th of November, 1807.

Principe Reale, of 84 guns; Rainha de Portugal, of 74 guns; Conde Henrique, of 74 guns; Meduza, of 74 guns; Affonso d'Albuquerque, of 64 guns; D. Joao de Castro, of 64 guns; Principe de Brazil, of 74 guns; Martino de Freitas, of 64 guns.

Frigates.

Minerva, of 44 guns; Golfinho, of 36 guns; Urania, of 32 guns; and one other, name not as yet known.

Brigs.

Voador, of 22 guns; Vinganea, of 20 guns: Lebre, of 22 guns.

Schooner.—Curioza, of 12 guns.

(Signed) JOAQ. JOZE MONT. TORRES, Major-General.

(Copy) W. SIDNEY SMITH.

His Majesty's ship Hibernia, 22 leagues west of the Tagus, Dec. 1, 1807.

SIR,

In another despatch of this day's date, I have transmitted a list of the Portuguese fleet that came out of the Tagus on the 29th ultimo, which I received that day from the hands of the admiral commanding it, when I went on board the Principe Reale to pay my visit of respect and congratulation to his Royal Highness the Prince of Brazil, who was embarked in that ship. I here enclose the list of those left behind. The absence of but one of the four ships is regretted by the Portuguese (the Vasco de Gama), she being under repair. Her guns have been employed to arm the Freitas, 64, a new ship, and one of those which came out with the Prince. The other three are mere hulks; and there is also one ship on the stocks, the Principe Regente, but she is only in frame.

The Prince said every thing that the most cordial feelings of gratitude towards, and confidence in his Majesty and the British nation might be supposed to dictate.

I have by signal (for we have no other mode of communicating in this weather) directed Captain Moore, in the Marlborough, with the London, Monarch, and Bedford, to stay by the body of the Portuguese fleet, and render it every assistance.

I keep in the Hibernia close to the Prince's ship. I cannot as yet send the Foudroyant, Plantagenet, and Conqueror, on to Admiral Purvis, according to their lordships' order of the 14th, which, I trust, will be the less felt as an inconvenience off Cadiz, as they appear to have been ordered thither with reference to the Russians being within the Straits, before it was known they were on my station.

I have the honour to be, &c.

W. SIDNEY SMITH.

List of the Portuguese Ships that remained in Lisbon.

S. Sebastiano, of 64 guns—unserviceable without a thorough repair.

Maria Prima, of 74 guns—unserviceable; ordered to be made into a floating battery, but not yet fitted.

Vasco de Gama, of 74 guns—under repair and nearly ready.

Princesa da Beira, of 64 guns—condemned; ordered to be fitted as a floating battery.

Frigates.

Fenix, of 48 guns—in need of thorough repair; Amazona, of 44 guns—in need of ditto; Perola, of 44 guns—in need of ditto; Tritao, of 40 guns—past repair; Veney, of 30 guns—past repair.

(Copy.) W. SIDNEY SMITH.

Hibernia, at sea, lat. 37 deg. 47 min. long. 14 deg. 17 min. Dec. 6, 1807.

SIR,

I have the satisfaction to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I succeeded in collecting the whole of the Portuguese fleet, except a brig, after the gale, and that the weather was such as to allow the necessary repairs and such distribution of supernumeraries and resources to be made, as to enable Vice-Adm. Don M. d'Acunha Sottomayor to report to me yesterday all the ships capable of performing the voyage to Rio de Janeiro, except one line of battle ship, which he requested might be conducted to an English port. I meant to escort her part of the way, but she did not quit the fleet with me last night as settled. I hope, however, she may arrive safe, as she is not in a bad state, being substituted for the Martino de Freitas, which was at first destined to go to England, in consequence of a fresh arrangement made yesterday on the latter being found in the best state for the voyage of the two. I have detached Captain Moore in the Marlborough, with the London, Monarch, and Bedford, to attend the Portuguese fleet to the Brazils. I have thought it my duty, in addition to the usual order to take the above ships under his orders, to give Captain Moore one to hoist a broad pendant after passing Madeira, in order to give him greater weight and consequence in the performance of the important and unusually delicate duties I have confided to him. I feel the most perfect reliance in that officer's judgment, ability, and zeal.

The Portuguese ships did not after their repartition want more provisions or slops from us than the list enclosed, which I supplied from this ship and the Conqueror.

This despatch will be delivered by Captain Yeo, of his Majesty's sloop Confiance, who has shewn great address and zeal in opening the communications by flag of truce, which it was the interest of those in power, who were against the measure of emigration, to obstruct. Lord Strangford speaks of his conduct in terms of warm approbation; on this ground I beg leave to recommend him to their lordships, to whom his general merits as

an officer are already known. Having been in Lisbon without restraint during the intercourse, he is qualified to answer any questions their lordships may wish to put to him.

I have the honour to be, &c.

W. SIDNEY SMITH.

MEMORANDUM.

The Diana merchant vessel, having on board about sixty British subjects, who had been detained in consequence of the embargo, came out of the Tagus, in company with the Portuguese fleet, and it is supposed that she bore up for England at the commencement of the gale.

DECEMBER 22.

Copy of a letter from Admiral Young, to the Hon. W. W. Pole, dated on board his Majesty's Ship Salvador del Mundo, in Hamoaze, the 16th instant.

SIR,

I request you will lay before the Lords Commissioners of the Admiralty the accompanying letter which I have this day received from Lieutenant James M'Kenzie, commander of his Majesty's hired brig Anne; and I think it my duty to inform their lordships, that in a letter I have received from Captain Lord Henry Paulet, his lordship speaks in terms of great admiration of the gallant defence made by Lieutenant M'Kenzie, against such superior force, of which he was an eye-witness, thinking, as all who saw the action thought, that it would be impossible for the brig to defend herself, so as to escape being captured,

I have the honour to be, &c.

W. YOUNG.

His Majesty's hired Armed Brig Anne, Plymouth Sound, Dec. 16, 1807.

SIR,

In execution of your order of the 14th, I have to acquaint you, on the 20th November, at noon, being in lat. 41° 41′ N. and long. 10° 30′ W. of my falling in with, and capturing the Spanish lugger privateer Vansigo, pierced for fourteen guns, but only six four-pounders and one long brass twelve-pounder mounted, with forty-five men, out eight days from Ferrol, had not made any captures; also, on my entering the Straits of Gibraltar, on the morning of the 24th, with a fresh breeze from W. N. W. (the lugger in company), about half past nine A. M. falling little wind, the island of Terriffa N. E. by N. observed ten of the enemy's gun-boats rowing towards me. At ten the headmost fired a shot, and hoisted a red flag. Finding it impossible to escape, I shortened sail to receive them. At a quarter past ten the three headmost closed, and commenced action. At half past ten, seven more closing, the lugger struck, having hailed to inform me she had three men killed. At eleven dismasted one of the enemy's gun-boats, and two more having struck, discontinued the action, but did not think it prudent to attempt to take possession, having on board forty- two prisoners, and charged with despatches, (my complement being only thirty-nine, nine of which were on board the lugger). At ten minutes past eleven, got the vessel round by the assistance of the sweeps, and opened my fire on five who had taken possession of the lugger, and again closing on my starboard quarter, with an intention to board; but finding my guns so well supplied with round and grape, and ready to receive them, in case of boarding, at one o'clock P. M. they sweeped out of gun-shot, carrying off my prize. I am happy in having the pleasure to add, that although six of the largest were within pistol-shot for nearly one hour and a half, I have not a man hurt. It would be needless for me to attempt to say any thing in favour of Mr. Olden, the master, and each of the crew, only my great satisfaction on beholding the high flow of spirits

which is generally manifested in the countenance of every British sailor, although opposed to so superior a force, and their regret at not being able to sink the two which had struck. I am, &c.

J. M'KENZIE.

To Wm. Young, Esq. Admiral of the Blue, &c. Plymouth.

DECEMBER 26.

Copies of letters from Rear-Admiral the Hon. Sir Alexander Cochrane, K.B. to the Hon. W. W. Pole.

SIR, *Belleisle, Tortola-roads, Nov. 3, 1807.*

The enclosed copy of a letter from Lieutenant Bird, of his Majesty's sloop Superieure, acquainting me with the capture of a privateer, I send for the information of the Lords Commissioners of the Admiralty.

I am sorry to observe to their lordships that this capture has occasioned a loss to the service of a most excellent officer, Captain Buller, who was killed by a musket-ball in gallantly leading on his men to board the enemy, who was much superior in number to his own crew.

I have the honour to be, &c.

(Signed) ALEX. COCHRANE.

His Majesty's brig Superieure,
SIR, *Barbadoes bearing W. 120 leagues, Oct. 17, 1807.*

The unfortunate death of Captain Buller imposes the duty on me of informing you of the capture of the French schooner privateer la Jopo l'Œil, after an action of an hour and a quarter; in the early part of which Captain Buller received a musket-ball through the head, while in the act of attempting to board, and expired immediately. His Majesty's brig Hawke was in sight during the chase, and joined an hour after the action had ceased. To the officers and crew of the Superieure I feel much indebted for their support, particularly Mr. Hawkey, the master, and Mr. Gummage, midshipman.

La Jopo l'Œil is a remarkable fine vessel, pierced for 14 guns; had only six 18-pounders mounted, and one on a traversing-carriage; manned with 95 men; out thirty-two days from Point à Petre, Guadaloupe, and had not made any capture.

I beg leave to subjoin a list of the killed and wounded; and I have, &c.

(Signed) JOHN G. BIRD, Lieutenant

To the Hon. Sir Alexander Cochrane, K. B. Rear-Admiral of the White, &c. &c. &c.

Superieure—4 killed, and 8 wounded.
La Jopo l'Œil.—15 killed, and 19 wounded.

SIR. *Belleisle, Tortola-roads, Nov. 3, 180*

I have the pleasure to enclose. for the information of the Lords Com sioners of the Admiralty, copies of letters from Captain Ballard, Majesty's ship Blonde, (to whom I feel much indebted for his exer acquainting me with the capture of three French privateers.

It will, I trust, afford great satisfaction to their lordships to obser one of them is the ship Alert, of 20 guns, which has been of late so ful; and another, the Netley, formerly in his Majesty's service; t had a thorough repair, with many improvements, at Guadaloupe, her great force, would have been a formidable cruiser against the

I have the honour to be, &c.

ALEX. CO

Blonde, lat. 13 *deg.* 13 *min N. long.* 55 *deg. W.*
SIR, 14*th September*, 1807.

At one A. M. two sail were discovered from the mast head to leeward of us, to whom we gave chase. At eight had the satisfaction of capturing l'Hirondelle, French privateer schooner, belonging to Guadaloupe, mounting eight guns, (six of which were thrown overboard in the chase,) and 84 men. She had captured the ——— during this cruise, the cutter of which was recaptured.

I have the honour to be, &c.
(Signed) V. V. BALLARD.

The Hon Sir Alex. Cochrane, K. B. &c. &c. &c.

Blonde, at Sea, lat. 12 *deg.* 30 *min. long.* 54 *deg. W.*
SIR, 23*d September*, 1807.

I have much satisfaction in informing you, that his Majesty's ship Blonde, under my command, captured at one A. M. the French privateer brig Dusquezne, late his Majesty's schooner Netley, of 16 24-pound carronades, one long 26-pounder, four swivels, and 123 men, belonging to Guadaloupe. She had, on the 21st, captured the brig Jassyas of Dublin, bound to Barbadoes, in ballast.

Having captured in so short a time, as little more than a month, four privateers, I cannot conclude this letter without recommending to your particular notice, for his exertions, Mr. Edward Jenkins, my first lieutenant.

I have the honour to be, &c.
(Signed) V. V. BALLARD.

The Hon. Sir Alex. Cochrane, K. B.
Commander in Chief, &c. &c. &c.

P. S. Since she has been in the French service they have given her a very complete repair; added to her length; so that she is very fit for one of his Majesty's vessels.

SIR, *Blonde, at Sea, Oct.* 14, 1807.

On our way to Surinam, in lat. 20 deg. N. and long. 57 deg. 30 min. W. a ship was seen at day-light from the mast-head to the N. W. Her manœuvres and appearance strongly indicated her to be an enemy's cruiser, and not unlikely to be that dangerous privateer the 'Alert,' who has done so much injury to the trade; this determined me to chase her, though it would run us far to the westward. At ten P. M. we had the satisfaction of getting alongside of her, when a few well-directed shot induced them to strike their colours. She proved to be the identical Alert, of 20 guns, long nines, and sixes, 149 men, last from Cayenne; had taken nothing.

I have the honour to be, &c.
(Signed) V. V. BALLARD.

[Rea]r-Admiral the Hon. Sir A. Cochrane, K. B.
Commander in Chief, &c. &c. &c.

[S]IR, *Belleisle, Tortola-roads, Nov.* 7, 1807.

[The] enclosed letter, which I have just received from Mr. Rogers, the [master] of the Windsor Castle packet, gives an account of the capture of a [French] privateer.

[It is s]uch an instance of bravery and persevering courage, combined with [pre]sence of mind, as was scarcely ever exceeded. He has shewn such [zeal in] defending one of his Majesty's packets, that I hope it will secure [him the c]ommand of the first that is vacant.

I have the honour to be, &c.
(Signed) ALEX. COCHRANE.

Windsor-Castle Packet, Carlisle Bay,
SIR, *3d October, 1807.*

Having, on my passage from England in the Windsor-Castle packet, with the mails for Barbadoes and the Leeward Islands, been attacked by a French privateer within the limits of your station, I take the liberty of acquainting you, that we were fortunate enough to capture her after a severe action and arrived safe with her in this bay. She was seen on the morning of the 1st of October in latitude 13 deg. 53 min. N. and longitude 58 deg. 1 min. W.; and about half past eight made all sail in chase of the packet, when every exertion was made to get away from her; but finding it impossible, preparations were made to make the best resistance we could, and arrangements to sink the mails, if necessary.

At noon the schooner got within gun-shot, hoisted French colours, and began her fire, which was returned from the stern-chase guns; this was continued until she came near, when we were hailed in very opprobrious terms, and desired to strike the colours. On refusing to do so she ran alongside, grappled the packet, and attempted to board, which we repulsed by the pikes, with the loss of eight or ten men on the part of the enemy, when the schooner attempted to get clear by cutting the grapplings, but the main-yard being locked in her rigging she was prevented. Great exertions were continued on both sides; and I had occasion to station a part of the crew in charge of the mails, to shift them as circumstances required, or to cut them away in case of our failure. About three we got one of our six-pounder carronades to bear upon the schooner, loaded with double grape, cannister, and one hundred musket-balls, which was fired at the moment the enemy was making a second desperate attempt to board, and killed and wounded a great number. Soon after this I embraced the opportunity of boarding, in turn, with five men, and succeeded in driving the enemy from his quarters, and about four o'clock the schooner was completely in our possession. She is named the Jeune Richard, mounting six six-pounders and one long eighteen-pounder, having on board at the commencement of the action ninety-two men, of which twenty-one were found dead on her decks, and thirty-three wounded. From the very superior numbers of the enemy still remaining, it was necessary to use every precaution in securing the prisoners: I was obliged to order them up from below, one by one, and place them in their own irons as they came up, a[s] three of our little crew were killed, and ten severely wounded, the mize[n] mast and main-yard carried away, and the rigging fore and aft much d[a]maged. It is my duty to mention to you, sir, that the crew of the pack[et] amounting at first to only twenty-eight men and boys, supported me v[ith] the greatest gallantry during the whole of this arduous contest.

I have the honour to be, &c.

(Signed) W. ROGERS, acting Cap[tain]

The Hon. Sir Alexander Cochrane, K. B. Rear-Admiral of the White, &c.

SIR, *Belleisle, Tortola-Roads, Nov. 3*

I enclose, for the information of my Lords Commissioners of th[e Admi]ralty, copies of two letters from Captain Stewart, of his Majest[y's sloop] Port d'Espagne, on the Trinidad station, giving an account of th[e capture] of two privateers, and of destroying a third, with the assistance [of Lieu]tenant Murray, of the schooner Balahou; a fourth was chas[e]d [into the] Gulf of Paria by the Port d'Espagne, which was captured by his [Majesty's] gun brig Attentive.

I also enclose the copy of a letter from Lieutenant Yetts, commanding the Laura cutter, acquainting me with the capture of a French brig letter of marque by that vessel and the Balahou.

I have the honour to be, &c.
(Signed) ALEX. COCHRANE.

His Majesty's ship d'Espagne, at sea, August 18, 1807.

SIR,

I have the honour to inform you, that his Majesty's ship under my command has captured la Maria Spanish privateer schooner, mounting one long eighteen pounder, with a crew of 74 men, after a chase of six hours. She is last from Margarita, without having made any capture, stored and provisioned for three months, and bound to windward of Barbadoes. I feel particularly pleased in the capture of this vessel, as she is esteemed the fastest sailer out of any of the windward islands. Her commander has cruised with the greatest success in different privateers for the last 14 years without being captured.

I have the honour to be, &c.
J. P. STEWART.

The Hon. Sir Alexander Cochrane, K. B.
Rear-Admiral of the White, Commander
in Chief, &c.

His Majesty's sloop Port d'Espagne, at sea, September 12, 1807.

SIR,

I have to inform you, the boats of this ship, under command of Lieutenants Cotgrave and Hall, this morning captured El Rosario Spanish schooner privateer, armed with one gun; her crew consisted of 34 men, which made their escape by reaching the shore. On the 20th of last month the boats of the Balahou, in conjunction with an armed prize from this ship, destroyed a small privateer in the bay of Saint Juan.

I have the honour to be, &c.
(Signed) J. P. STEWART.

Hon. Sir A. Cochrane, K. B. &c. Leeward Islands.

His Majesty's cutter Laura, August, 1807.
Port d'Espagne.

SIR,

I beg leave to inform you, that his Majesty's cutter Laura, under my ommand, Balahou in company, on the morning of the 4th instant, To-go S. by W. five or six leagues, fell in with and captured, after a running ...t of several hours, le Rhone French letter of marque, commanded by ... Francis Goureu, mounting six long six-pounders, and carrying 26 ...; out from Martinique ten days, bound to the river Orinoko, and had ... nothing. She is a fine copper-bottomed brig, of about ninety tons, ... in my opinion, fit for his Majesty's service.

...ch praise is due to Lieutenant Murray in bringing the Balahou into ...

... officers and crews of both vessels behaved in a gallant and exem-...anner.

... the pleasure to add that there are none either killed or wounded ... the Laura or Balahou.

...emy had two killed and five wounded, and her rigging and sails ... shattered.

...ra's rigging and sails were very much cut, and her main-top-...way during the action.

I have the honour to be, &c.
(Signed) ROB. YETTS.
Lieutenant and Commander.

...ir Alexander Cochrane, K. B.
...al of the White, Commander
... &c. &c.

Extract of a letter from Sir William Sidney Smith, Rear-Admiral of the Blue, to the Hon. W. W. Pole, dated on board his Majesty's ship Hibernia, the 29th of November, 1807.

I have the honour to transmit you herewith a copy of a letter I have received from Captain Sproule, of his Majesty's ship Solebay, announcing the capture of the Spanish lugger privateer Estrella del Noste.

His Majesty's ship Solebay, at sea
November 25, 1807.

SIR,

I have the honour of informing you, that at day-light this morning I chased, and at one P. M. captured the Spanish lugger privateer Estrella del Noste, of Vigo, mounting two six-pounder swivels, &c. and 35 men, with nine English prisoners on board, whom they captured on the 23d instant, in the Liberty brig of London.

I am, &c.
(Signed) A. SPROULE.

Rear-Admiral Sir Sidney Smith, K. S.

Naval Courts Martial.

AT a Court Martial assembled and held on board his Majesty's ship Magnanime, in Sheerness Harbour, on Wednesday, the 18th day of November, 1807;

The Court being duly sworn, in pursuance of an order from the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, and dated the 14th instant, and directed to the President, proceeded to try Richard James Jawrence O'Connor, Esquire, commander of his Majesty's late sloop the Leveret, together with his officers and ship's company respectively, for their conduct in the loss of the said sloop, on Tuesda[y] evening, the 10th instant, by driving over a shoal, which he, the s[aid] captain, supposed to be the Albion shoal; the Court, having carefu[lly] and deliberately inquired into the same, are unanimously of opinion, t[hat] the loss of the Leveret proceeded solely from the zealous perseveranc[e of] Captain O'Connor to assist and see the Waldemaar safe into port; [on] service on which he was previously ordered. And as it appears [that] every exertion was made by Captain O'Connor, together with his o[fficers] and crew, to save the Leveret after she struck on the sand; the[y] feel it their duty to severally and respectively acquit the said C[aptain] O'Connor, his officers and crew; and they are hereby severally [and re]spectively acquitted accordingly.

D. CAMPBELL.

CHARLES PAGET,	ROBERT HON[...]
C. OTTER,	A. SHIPPAR[D]
R. JONES,	R. B. CAMP[BELL]
E. L. GRAHAM,	E. CHAMBE[...]
BRIAN HODGSON,	

JOHN GUNNELL, officiating Judg[e]

At a Court Martial assembled and held on board his M[ajesty's ship] Magnanime, in Sheerness Harbour, on Wednesday, the 18[th ...] 1807;

The Court being duly sworn, in pursuance of an order from the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, and dated the 14th instant, and directed to the President, proceeded to try Richard James Lawrence O'Connor, Esquire, captain of his Majesty's late sloop Leveret, upon charges exhibited against him by Rear-Admiral Wells, dated the 13th instant, for "having been deficient in his duty on the evening of Tuesday last, the 10th instant, inasmuch as he did not afford, or cause to be afforded, any assistance to a frigate which he saw on her beam-ends on shore on the Long Sand." And having heard the evidence produced in support of the charge, and what the prisoner had to offer in his defence, and having very maturely and deliberately weighed and considered the whole and every part thereof; the Court is of opinion, that the charge is not proved; and are further unanimously of opinion, that no possible blame whatever attaches to Captain O'Connor, and do therefore fully acquit him. And he is hereby fully acquitted accordingly.

D. CAMPBELL.

CHARLES PAGET,	ROB. HONYMAN,
C. OTTER,	R. JONES,
E. L. GRAHAM,	ALEX. SHIPPARD,
BR. HODGSON,	ROB. BELL CAMPBELL.
H. E. CHAMBERLAYNE.	

JOHN GUNNELL, officiating Judge Advocate.

On the 30th of November, Court Martial was held on board the Magnanime, at Sheerness, on Thomas Tindell, ship's corporal of the Namur, for detaining and opening letters; when the charges being in part proved, he was sentenced to receive fifty lashes, and be imprisoned twelve months in the Marshalsea prison.

A Court Martial has been held on board the Magnanime, at Sheerness, n a seaman of the Dictator, for fighting, which occasioned the death of is opponent.

A Court Martial has also been held, at St. Helen's, on Mr. J. Wilkin-, carpenter of the Ganges, for drunkenness; and on Mr. Griffin, gun- of the Superb, for a similar offence; and on A. Dartway and J. Tho- seamen of the Defence, for violating the twenty-ninth article of Mr. Wilkinson and Mr. Griffin were both found guilty, and sen- d to be dismissed the service: the charges against the seamen were oved, and they were consequently acquitted.

ain Short, late commander of his Majesty's ship Porpoise, has ied by a Court Martial, on charges of drunkenness, cruelty, and on, to Mr. Daniel Lye, formerly of that ship. The charges were d, and he was consequently acquitted.

Promotions and Appointments.

Villiam Gregory is appointed to command the sloop Carna- nouth, one of the finest vessels of her class in the navy.

hs is appointed assistant surgeon of the Captain; and Mr. pointed to be assistant surgeon of the Loire.

Royse is appointed surgeon of the Ringdove sloop.

Captain Smith is appointed to the Nautilus.

Mr. Barretti is promoted to the rank of lieutenant, and appointed to the Undaunted frigate, Captain Malling.

Mr. Thomas Prower is appointed to be one of the hospital mates at the royal hospital at Haslar, in lieu of Mr. Page Nicol Scott, appointed hospital mate at Forton prison.

Captain James Pringle is appointed to the command of the Sparrowhawk sloop, at Chatham.

Mr. William Cather, surgeon of the Topaze, is appointed to the Swiftsure, the flag-ship of Vice-Admiral Sir John Borlase Warren, commander in chief on the Halifax station.

Mr. W. B. Carlyle is appointed to be surgeon of the Topaze.

Mr. Thomas Fierce is promoted to the rank of lieutenant, and appointed to the Sirius frigate, Captain Prowse; Sub-lieutenant Robert Moodie is promoted to be a lieutenant, and to the command of the Albion hired cutter; Mr. W. Goodwin is made a lieutenant, and appointed to his Majesty's sloop Guachapia.

Captain Thomas Skene is appointed to the command of the Guerrier frigate, of 50 guns, captured by the Blanche, Sir Thomas Lavie, after an action of forty-five minutes, on the 19th of July, 1806, off the Faro Islands.

Captain Halsted, of Gosport, is appointed senior officer of the transports collecting at Portsmouth for an expedition.

Mr. F. M'Bean Chevers is appointed to be surgeon of the President, at Portsmouth.

Mr. James Coulthred is appointed to be surgeon of the Sparrowhawk, Captain Pringle, at Chatham.

Mr. John Knox, surgeon of the Maida, is appointed to be surgeon of the Mars.

Rear-Admiral Otway hoisted his flag on board the Glory, of 98 guns, and has dropped down to St. Helen's, to command the squadron latel[y] under the orders of Admiral Keats.

Rear-Admiral Keats has struck his flag, on account of ill health.

Captain Galway is appointed to the command of the Antelope, of guns; Captain Hancock is appointed to the command of the Lavini[a] Portsmouth, *vice* Lord William Stuart.

Lieutenant M. Vicar, of the Minotaur, is promoted to the ra[nk] commander.

Mr. Trounsell, secretary to Lord Gambier on the expedition to C[open]hagen, is appointed to be naval officer and store-keeper at Deal.

Mr. Berry is appointed to be purser of the Suffolk; Mr. Spars[...] be purser of the Didon; and Mr. White, to be purser of the Pilo[...] Hon. Captain Walpole.

Mr. William Clifford is appointed to be surgeon of the Beller[...] Portsmouth; Mr. John Burosse, to be surgeon and agent fo[r] wounded seamen, at Milford; Mr. John M'Millan, surgeon, [...] to the Buffalo, at Portsmouth; Mr. Richard Jones, surgeon [...] Eurydice to the President; Mr. John Connel, surgeon, from [...] to the Quebec.

Captain Acklom is appointed to the Ranger sloop, at Plym[outh ...] tain Jackson is appointed to the Superb, *vice* M'Leod.

On the 11th of December, Vice-Admiral Sir Charles Cotton hoisted his flag on board the Minotaur, to command the expedition fitting out at Portsmouth.

Mr. George Major is appointed to be assistant surgeon of the Royal William; Mr. Peter Watson, surgeon, to the Swiftsure; Mr. Thomas Evans, surgeon of the Cossack, from the Fredericksvaern Danish prize; Mr. John Irvine, surgeon, is appointed from the Concorde to the Guerrier; Mr. John Booth, surgeon, to the Saturn; Mr. Robert Burnside, surgeon, to the Lightning.

Lieutenant Martin Cole is appointed to the President: Lieutenant John Lambe is appointed to l'Aigle; Lieutenant Donithorm, to the Tonnant; Lieutenant J. P. Greenlaw, to the Astrea.

Mr. Joseph Jones is appointed master of the Melpomene.

Captain A. R. Mackenzie is appointed to the Zenobia; Captain Daniel M'Leod, to the Glory, Rear-Admiral Otway's flag-ship; Captain Creyke, to the Eclipse; Captain Nisbet Palmer, to the Alacrity; Lieutenant William Skelton, to the Carnation.

Mr. James Sutherland, to be master of the Diana.

Mr. Stephen Williamson is appointed to be surgeon of the Amelia, from the Goshawk; Mr. Thomas Heron, surgeon, from the Prothée, prison-ship, to the San Damaso; Mr. Alexander Torbitt, surgeon to the C[illegible]nt, Mr. Charles Law Ffeely, surgeon to the Goshawk.

Mr. Joseph Macarogher, to be hospital mate at Plymouth Hospital.

Mr. John Young, from the Satellite, to be surgeon of the Prothée, prison-ship.

Captain James Mein is appointed to his Majesty's sloop Primrose.

Lieutenant Frederick Hoffman, first of the Diamond, is appointed commander of the Favourite sloop, *vice* Naun, deceased.

Mr. Samuel Barratt to be sub-lieutenant of the Urgent gun-brig.

Lieutenant D. J. Woodriffe, to the Russel; Lieutenant George Seward, [illegible] the Magnet; Lieutenant William Andrew, to the Lavinia.

Mr. Pye is appointed purser of the Rodney; Mr. Parke, purser of the [illegible]igilant prison-ship; Mr. W. C. Hillier, purser to the Bristol; Mr. [illegible]chard Hillier, to be purser of the Comus; Mr. C. T. Phelin, purser to [illegible] Merlin sloop; Mr. I. Walker, purser to the Port Mahon sloop; Mr. [illegible] Stewart, purser to the Minerva.

[illegible]eutenant Hicks, late of the Active cutter, is promoted to the rank of [illegible]nander.

[illegible]es Kennedy, Esq. is appointed to be secretary to Vice-Admiral Sir [illegible]ton.

[illegible] Collins is appointed purser of the Antelope; Mr. Monison, purser [illegible] Shannon; Mr. William Bobbet, purser to the Pique; Mr. Holland, [illegible]o the Procris sloop; Mr. R. Tribe, purser to the Dromedary; Mr. [illegible]ey, purser to the Prompte; Mr. Joseph Hill, purser to the Hazard

[illegible]n Forbes is appointed surgeon of the Nautilus; Mr. F. B. Spils[illegible] [illegible]eon of the Loire; Mr. William Thompson, surgeon to the Saturn; [illegible] Bean Chevers, surgeon to the Implacable; Mr. William Thomp[illegible]n to the Princess; Mr. Matthew Johnston, surgeon to the [illegible] and Mr. William Porteus, to be assistant surgeon of the

Captain Neve is appointed to the Minotaur; Captain E. Galway, to the Antelope; Captain M. Smith, to the Nautilus; Captain Daly, to the Alonzo; Captain Hayne, to the Hebe armed ship; Captain T. B. Martin, to the Implacable; Captain Blackwood is appointed to the Warspight; Captain A. M'Kenzie, to the President.

Captain L. W. Halsted, to be Captain of the fleet under Vice-Admiral Sir C. Cotton.

Lieutenant Coxwell is appointed to the Guerrier at Chatham; and Mr. Hillier to be master of that ship.

Captain H. Deakon, Lieutenants Rosson and Stoyle, to the impress service at Gosport.

Mr. Edward Davis is appointed to be purser of the Ajax; Mr. Edward Fricker, purser to the Irresistible; Mr. Garthwaite, purser to the Melpomene; Mr. Pearse, purser to the Surveillante; Mr. John Kingsby, purser to the Hussar; Mr. John Gullet, purser to the Swiftsure; Mr. Thomas Berry, purser to the Suffolk prison-ship; Mr. Smith, purser to the Diana; Mr. C. N. Outon, purser to the Santa Gerturyda; Mr. Thomas Goble, purser to the Undaunted; Mr. John Taylor, purser to the Brunswick; and Mr. William Christy, purser to the Saturn.

Captain O'Conner is appointed to the Hindostan at Plymouth; Captain Honourable I. T. Irby, to the Amelia.

Captain Yeo, who was the bearer of the despatches from Sir Sidney Smith, announcing the escape of the Portuguese fleet with the Royal Family on board, is made post.

The following midshipmen passed their examination for lieutenants on the first Wednesday in December :—

John Treeve, W. I. Tulloh, A. Reed, W. Wilkinson, W. Cayley, I. Sibbald, E. S. Philips, E. W. Castley, G. S. Cox, R. Baldey, James Fitzmaurice, John Kelly, Henry Cance, John Houghton, I. Mowat.

BIRTHS.

At Godlamin, on the 30th ultimo, the Lady of Captain S. Ballard, royal navy, of a son.

On the 3d instant, the Lady of Admiral Wilson, of Redgrave Hall, Suffolk, of a son.

MARRIAGES.

At Bamburgh, Lieutenant Hall, of the royal navy, to Miss Noble, o Bellford.

At little Ouseburn, George Vandeput Drury, Esq. of the East Ind Company's service, to Miss Thompson, eldest daughter of Henry Thom son, Esq. of Kirby Hall.

Mr. Davis, of the royal navy, to Miss Cragge.

At St. Martin's in the Fields, John Hadley, Esq. of Craven-street Mrs. Richardson, widow of the late Captain Richardson.

OBITUARY.

On the 5th of June, at sea, on board his Majesty's sloop Rattle William Warden, Esq. Captain in the Navy, and commander of that The death of this gallant and enterprising young officer will be de mented by all who knew him, and may be considered as a great los British navy, of which he promised to be one of the brightest orn Captain Warden had the singular honour and good fortune to b under the personal care of that gallant accomplished officer, Si Pellew, since his entrance into the navy in 1793, and shared the that officer's brilliant achievements, till his arrival to the supreme in those seas. The loss of this gallant officer is the more to b as having been caused by excessive fatigue and exposure in the his duty, during a violent gale of wind, he encountered in his Madras, on the 24th ultimo, in the latitude of the Negrais,

east, in which they were under the necessity of cutting away the main and mizen masts for the preservation of the ship.

On his passage to England, Master G. Hoseason, son of T. Hoseason, Esq. his Majesty's late naval officer at Madras.

At Pondicherry, E. Perry, Esq. master attendant of that port.

Last week, in George-street, Limerick, Robert Warburton, Esq. captain in the royal navy.

On the 2d of December, much regretted by his numerous friends, in Wimpole-street, Cavendish-square, Vice-Admiral John Pakenham, of Lowestoft in Suffolk, aged 64 years.

Captain Scott, of his Majesty's ship Boreas, together with the greater part of the crew of that frigate were drowned on the Jersey coast, by striking on a sunken rock, when she immediately went down. only two officers and forty-five seamen were saved.

Mr. Hodgson Wright, a very promising young man, surgeon of the Boreas, is unfortunately among the sufferers in that ill-fated ship: as also are the Lady of Captain Scott, commander of the Boreas, Lieutenant Hawkes, first lieutenant, Mr. Davy, purser, Mr. Ausleck, carpenter, Messrs. Barnes, Dunstell, and Luttrell, midshipmen.

On the 3d of Dec. the infant son of Captain S. Ballard of the royal navy.

On the 29th of Nov. in Holles-street, Cavendish-square, Levi Ball, Esq. late of Bengal, and brother to Sir Alexander Ball, governor of Malta.

On the 10th inst. at his house at Southampton, John Brisbane, Esq. Admiral of the Red squadron of his Majesty's fleet; in his profession he displayed the courage of a British seaman, in his manners the elegance of a real gentleman, and in his death the resignation of a sincere christian.

At Felixston, Lieutenant Beaufoy, of the royal navy.

Lately, at Ipswich, Mrs. Clara Reeve, sister to the late Vice-Adm. Reeve.

Lately, on board the Stately, Mr. John Wylde, assistant-surgeon of that ship.

Lately, at Chatham, Mr. Rupert George, midshipman of his Majesty's ship Centaur, second son of the Hon. Baron George, and nephew to Sir Rupert George, president of the transport board.

In his 72d year, John Bourmaster, Esq. Admiral of the Blue.

At Plymouth, Captain Danvers, of the royal marines.

At the royal hospital at Haslar, in consequence of a cold caught at Copenhagen, Lieutenant Gregory, of his Majesty's ship Maida.

On the 19th December, the Hon. Charles Napier, late a superannuated ...tain in the royal navy.

...n the 20th, at his house at Great Ealing, Middlesex, after a lingering ...ss, which he sustained with the utmost fortitude, and resignation, ...cis Stephens, Esq. F. R. and A. S. and late one of the commissioners ...ctualling his Majesty's navy, aged 68 years.

... a period of nearly fifty years, he, in a civil capacity, filled various ...tments in his Majesty's naval service, as a purser, secretary to dif... admirals, in the navy department; and latterly (until a few years ... to his decease, having retired from the public service) as one of ...bers of the victualling board; the duties of which he discharged ...uliar ability, and with the strictest integrity.

...ed with a firm and comprehensive mind, and possessing a warm ... affectionate heart, an urbanity of manners, and a social disposi...s is deeply lamented by his family, and a numerous circle of at...ds; and for an unrestrained liberality, an anxious desire to ...alents beneficial to society, which he evinced on various occa...e of the vice-presidents of the society for the encouragement ...factures, and commerce, and as governor and contributor to ...es and institutions, added to an ardent wish to be useful ...ssed the means, his memory will, in the recollection of his ... revered.